

# GRAIN DEALERS' JOURNAL

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IF PAID IN ADVANCE,  
ONE DOLLAR PER YEAR.

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RECEIVER AND SHIPPER  
ANY RAILROAD

### Grain, Hay and Feed

McCance Block, Cor. 7th Ave. & Smithfield St.  
PITTSBURG, PA.

Reference: The Colonial Trust Co., Pittsburg, Pa.

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Shippers of **RENSSELAER, IND.,**  
**CORN OATS** White and Mixed  
**RYE** Clipped and Natural

Grain Warehouses at Rensselaer, Parr  
Fair Oaks and Rose Lawn, Ind.

We will buy your damp grain or dry it for you at a  
very reasonable price and guarantee satisfactory  
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33-35 Chamber of Commerce

Correspondence Solicited. PEORIA, ILL.

## The "CALUMET" and Western Elevator Co.

CAN HANDLE YOUR GRAIN

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## Connor Bros. & Co.

Receivers and Shippers of

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FUTURE ORDERS EXECUTED  
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## GEORGE F. REED SHIPPERS' AGENT

### GRAIN

Domestic — Export — Ocean Room  
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## The Steele, Briggs Seed Co. Limited

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Ask us for samples and prices when in the  
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charge of cash grain department.

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# The GRAIN DEALERS JOURNAL.

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Special Market and Crop Reports Free.  
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CLOVER AND TIMOTHY SEED.  
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SEND US YOUR SAMPLES.

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Buyers of  
**OFF GRADES and  
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ASK FOR OUR DAILY BIDS.

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Is the best feed on earth, so thou-  
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34 per cent Protein, 12 per cent Fat.  
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Special attention given consignments



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Write or wire me.

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OUR SPECIALTIES—Quick Returns and Careful Guarding of our Shippers' Interests

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regular country shippers to become familiar with your firm name, place your "ad" here.

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A TRIAL SHIPMENT WILL CONVINCE YOU THAT WE ARE IN A POSITION TO GIVE YOU BEST POSSIBLE RESULTS  
**WE SOLICIT YOUR CONSIGNMENTS**

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**QUICK SALES IMMEDIATE RETURNS  
RELIABLE REPORTS**

Members Grain Dealers National Association  
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Ship your

## GRAIN

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Also Dealer in  
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## I Absorb

Thousands of cars of Corn, Oats, Rye and Wheat every season.

Try me with your shipments. Will buy out right or handle on consignment.

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Liberal Advances Made on Consignments.

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WE ARE BUYERS OF Clovers, Alfalfa, Timothy, Millets, Hungarian, Orchard Grass, Blue Grass, Red Top, Meadow Fescue, Spring Rye, Kaffir Corn, Cane, Garden Peas, Field Peas, Beans, etc., etc.

WE ARE SELLERS OF Imported Natural Grasses, Alfalfa, Dwarf Essex Rape, Crimson Clover, Cow Peas, Soja Beans, Crushed Oyster Shells for Poultry, etc., etc.

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Want Ads do your work.

*They bring quick returns.*



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**GRAIN** BUYERS  
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Successors to Rumsey, Lightner & Co.  
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Grain, Provisions and Seeds  
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97 Board of Trade  
CHICAGO.



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**OUT**  
FOR GOOD PRICES FOR YOUR  
**GRAIN**

We get Full Market Value for Consignments. **SHIP TO US**  
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Members Different Exchanges.

**Willis Counselman & Co.**  
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240 La Salle St., Chicago, Ill.  
Consignments given personal attention.  
Long experience enables us to handle grain  
to best advantage. Orders for grain futures  
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*Established 1886*  
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*SPECIALTIES:*  
**BARLEY AND OATS**  
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of grain as well as speculative accounts are given our personal attention. We will mail our market letter free to all who apply. Write to-day, a postal will do.

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(ALBERT L. WEST)  
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Grain, Seeds, Provisions.  
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Makes a Specialty of  
**MILLING WHEAT**  
Write or telegraph for prices  
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For Examining Samples of Grain and Seeds



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Grain Size, 24x12x16 1/4 Ins. .... \$1.25  
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**GRAIN**  
CONSIGNMENTS AND ORDERS FOR  
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Personal Attention Given to Selling  
Grain and Seeds by Sample  
**BARLEY A SPECIALTY**  
Orders for Future Delivery Solicited  
TRY US AND YOU WILL BE WELL PLEASED

77 Board of Trade.



77 Board of Trade.

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Grain, Seed and Provision

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ALL KINDS.

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from us?

We want to "put you next" to the  
fact that all the grain you ship to

H. D. WETMORE & CO.,  
Grain Commission Merchants; 512 Rialto  
Bldg., Chicago.

Will be sold at the top of the market. If  
you are in business to make money give  
us a trial.

Barley	<b>F. E. WINANS</b>	Timothy
Oats		Clover
Wheat	Commission Merchant	Flax
Corn	6 Herman St.	Hungarian
Rye	CHICAGO	Millet
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COMMISSION MERCHANTS  
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Established 1856.

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and Shipper  
**Sam Finney**  
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ILL.

My Personal  
attention given  
consignments

Your orders  
for cash and  
futures solicited

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Prompt Personal Attention to Consignments and Orders for Futures.

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Member Chicago Board of Trade.

CHICAGO

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All business transacted through  
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My "GRAIN TRADE TALKS" are published in full in the Chicago Evening Post  
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WRITE FOR OUR DAILY MARKET LETTER

J. H. WARE  
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**CONSIGN**  
YOUR GRAIN AND SEEDS AND  
SEND YOUR ORDERS TO

**WARE & LELAND**  
200-210 Rialto Building,  
CHICAGO.

For GRAIN, PROVISIONS,  
STOCKS AND  
COTTON.

YOUR INTERESTS ARE OUR INTERESTS.



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 (INCORPORATED)  
**Commission Merchants**  
 47 Board of Trade  
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Established 1879  
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 Satisfactory reference furnished.  
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 Orders for future delivery carefully executed. Your interests are our interests.  
 Try us.  
 73-74 Board of Trade, Chicago.

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 Orders for futures carefully executed.  
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**GRAIN AND COMMISSION MERCHANTS**

Your cash grain and trades in futures solicited.  
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Daily Consumption 65,000 Bushels.

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General Offices: The Rookery, CHICAGO.

Chicago, Ill. FACTORIES: Rockford, Ill.  
 Peoria, Ill. Marshalltown, Ia. Davenport, Ia

**BUYERS OF CORN**

Consumption 100,000 Bushels Daily.

JOS. P. GRIFFIN, Mgr. Grain Dept.



"What's in a name?" In peace or war, on land Or sea, there is ONE FLAG leads ALL the rest: The sound of Dewey's guns in the gray dawn Of morning's light, was simply freedom's holy Voice, turning the gloom of centuries to Brightest day in Oriental lands. And now The "open door," and progress, trade and commerce, The uplifting of the old World by the new."

## Wagon Loads Received

FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½ x 12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks. The book is printed on Record Linen Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

**GRAIN DEALERS COMPANY**

255 La Salle Street, CHICAGO, ILL.

## Record of Cars Shipped

FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger Paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car. No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½ x 12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners.

Price, \$1.50.

**GRAIN DEALERS COMPANY**

255 La Salle Street, CHICAGO, ILL.



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 64 Mitchell Building  
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 62 Wheeler Bldg., Chicago, Ill.  
 821-22-23 Chamber of Commerce, Minneapolis.

Established 1882.  
**Franke Grain Company**  
 GRAIN AND MILL FEED  
 41 and 42 Chamber of Commerce  
 MILWAUKEE, WIS.  
 We Buy Grain F. O. B. Station.  
 Please write for bids.

**CHAS. R. LULL**  
 Receiver and Shipper of  
**GRAIN, FLOUR, FEED and HAY**  
 43-44 Chamber of Commerce, MILWAUKEE, WIS.  
 Will make track bids on Corn,  
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**Milwaukee Elevator Co.**  
 MILWAUKEE, WIS.  
**Grain Merchants**

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**BARLEY HOUSE**

**Robinson's**  
**Cipher Code** (Revised).  
 Bound in leather, gilt edges.....\$2.00  
 Bound in cloth..... 1.50  
 Your name in gilt letters on front cover  
 25 cents extra.  
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 COMMISSION,  
 MINNEAPOLIS and DULUTH.  
 Sell by sample and make prompt returns.

DULUTH CHICAGO  
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 GRAIN COMMISSION  
 Wholesale Coal  
 MINNEAPOLIS, MINN.  
 Consignments Solicited. Prompt Returns  
 Guaranteed.

R. Troendle, Pres. E. H. Tryon, Treas.  
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**Barley a Specialty.**  
 Chicago, Milwaukee, Minneapolis, Duluth

**Marfield-Griffiths Co.**  
 GRAIN COMMISSION  
 Offices: ———  
 MINNEAPOLIS, CHICAGO,  
 DULUTH, MILWAUKEE.  
 Correspondence Solicited.

**Shippers**  
 in the Northwest read this page;  
 your "ad" will be read too if you  
 place it here.

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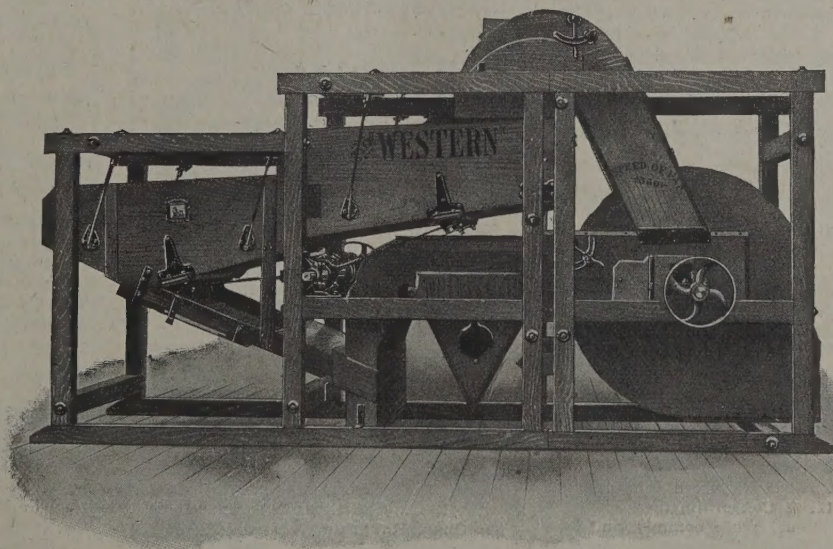
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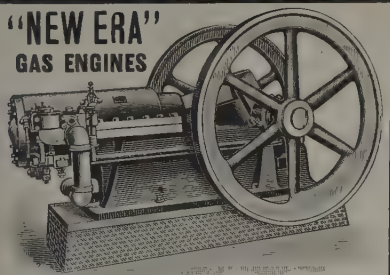
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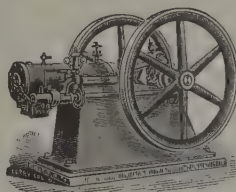
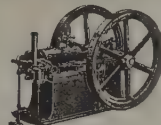
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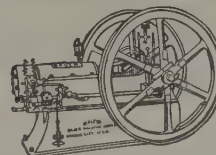


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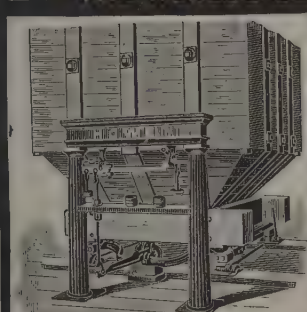
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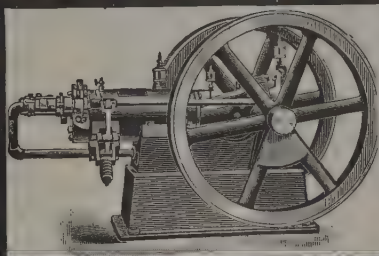
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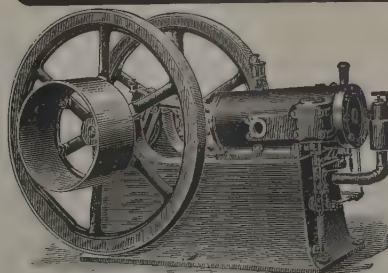
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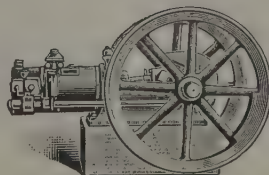


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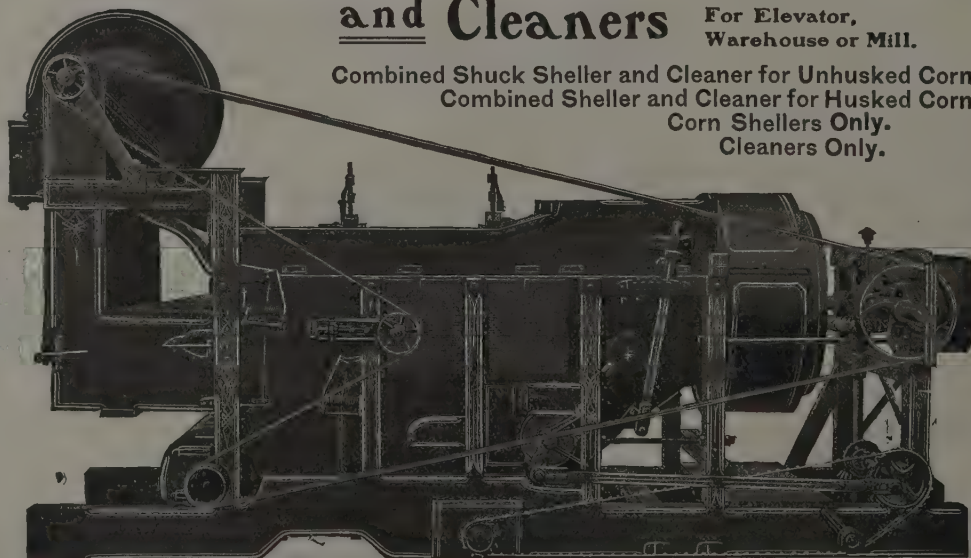
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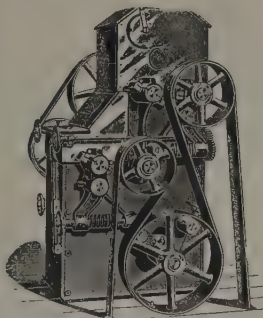
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on a feed mill is a guarantee of superior excellence in feed mill construction. It means larger grinding capacity, easier running qualities and durability.

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are first in favor and last to wear out. If you want to know what feed mill satisfaction really is, get a Northway. You should look them up anyway, before buying.

**Strong & Northway Mfg. Co.**  
Flour and Elevator Supplies  
MINNEAPOLIS, MINN.

## Results Follow The Ad

We have sold out. Your Journal did it.  
McCREA & VLERBOME, New Holland, Ohio.



## LIGHTEST RUNNING

The **BOWSHER FEED MILLS** have capacity, speed, strength and lasting qualities. They grind fine, medium or coarse. Crush and grind ear corn (with or without shucks). Can run empty without injury. Seven sizes—from 2 to 25 H. P. (Sold with or without elevator). **NOW** is the time to put in a Bowsher Mill. We want you to have our catalogue. Send for it.

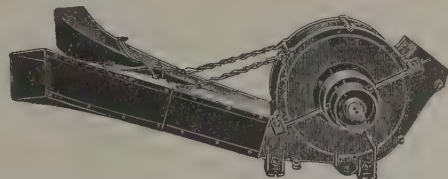
**The N. P. BOWSHER CO., South Bend, Ind.**

## PAYS FOR ITSELF QUICK.

TAYLORVILLE, ILL., Nov. 4, 1901.  
MAROA MFG. CO., Maroa, Ill.  
*Gentlemen:*—I take pleasure in recommending the Boss car loader. I have used it successfully in loading corn, wheat, rye and oats. It will do more than represented and will pay for itself in a very short time. Respectfully,  
ADAM RITSCHER.

From the above it will be seen that the machine will handle all kinds of grain. We make them in five sizes with capacities of from twenty to sixty bushels per minute. We are glad to send them on trial where they are not known.

**MAROA MFG. CO., Maroa, Ill.**



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The grain trade news? Then subscribe for the **GRAIN DEALERS JOURNAL**. Twice each month for \$1.00 per year.

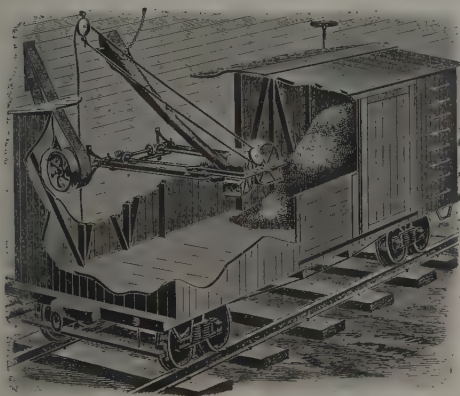
## You Want It

**THE IDEAL CAR LOADER** is guaranteed to give satisfaction. If it fails to do all we claim, it costs you nothing.

Write for catalog, giving full description and price.

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## The Champion Car Loader



Will fill each end of the car at the same time.

Has a capacity of 6,000 to 9,000 bushels per hour.

A perfect success.

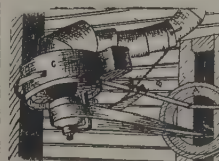
Write the inventor and pioneer manufacturer of the rotary car loaders, for full particulars.

Manufactured by

**E. BAUDER**

Successor to  
E. H. REYNOLDS

STERLING, ILL.



## Nelson Car Loader

consists of tubular frame which can be adjusted to any distance from track. Has a fan box made in two halves joined by spring which allows fan box to give if any foreign matter enters and thus prevents breakage. Has swivel for tilting, to load all parts of the car and is guaranteed to give an even test throughout the car. Will be shipped for inspection and trial at our expense. A boy can place in position for loading in one minute. For information write,  
E. B. NELSON, BURCHINAL, IOWA.

## NORDYKE & MARMON CO.

AMERICA'S LEADING MILL BUILDERS

INDIANAPOLIS, IND.

**FEED MILLS**

THREE ROLL-TWO AND THREE PAIR HIGH  
**ROLLER MILLS**  
ALL SIZES AND STYLES  
**BUHR STONE MILLS**

**ELEVATOR MACHINERY**  
GRAIN CLEANERS,  
SHALLERS.

OVERHEAD DUMPS,  
TURN-HEADS, FEEDERS,  
FLEXIBLE SPOUTS,  
BUCKETS, BELTING,  
POWER CONNECTIONS.

**ELEVATOR SUPPLIES**

GOODS OF FIRST QUALITY — PRICES LOW — SEND US YOUR SPECIFICATIONS FOR QUOTATIONS.



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**YOUNGLOVE & BOGGESS CO.****ENGINEERS**DESIGNERS AND  
BUILDERS OF**Grain Elevators and Flour Mills**

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If Interested write for Plans and Estimates on your Work.

WM. W. LOCKWOOD, Winfield, Kansas.  
Engineer and Mechanical Expert. Manufacturer of Grain Elevator Machinery and Supplies, Pumps, and Special Machinery of all kinds. Engineering, Superintending and Expert work a specialty. Correspondence Solicited.

NOTE—My SPECIAL ear-corn handling machinery is unexcelled. Ear-Corn Boots, Feeders, Drags and Elevator Heads.

**W. S. CLEVELAND ELEVATOR BUILDING COMPANY**

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Capital Stock, \$100,000 MINNEAPOLIS, MINNESOTA

**General Contractors and Builders**

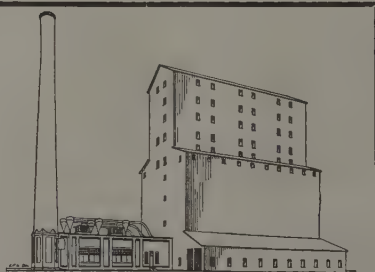
OUR SPECIALTY:

**GRAIN ELEVATORS... Frame, Iron Clad, or Absolutely Fire Proof****HONSTAIN, BIRD & CO.**

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**Grain Elevators and Factory Buildings**Contracts taken for all kinds of heavy  
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**GRAIN ELEVATORS AND MILLS**Complete stock of elevator machinery in  
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want. Office and warerooms:

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**Reliance Mfg. Co.**

LARGEST

**ELEVATOR BUILDERS**

In the State. We build up-to-date elevators  
cheaply and quickly. Investigate our system  
of handling grain before you decide on  
plans. We may have just what you want.  
We also manufacture the

**RELiance GRAIN CLEANERS**

and carry a full line of Elevator Supplies.

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The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the  
GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick  
returns.

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Does it make any  
difference to you  
whether your new  
house will be as li-  
able to burn as your old  
one was, or whether  
the insurance will be  
greater or less?

If it does, let us  
make your plans or  
build your elevator.  
Of the 300 elevators  
built by us none have  
burned. This we  
claim is due largely  
to the fact that they

were designed and built in such a way as to reduce the fire risk to the  
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**BURRELL ENGINEERING & CONSTRUCTION COMPANY** (Incorporated)  
ENGINEERS

263-265 La Salle Street,

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**R. C. STONE****Architect and Mechanical Engineer**GENERAL CONTRACTOR AND DESIGNER  
OF GRAIN ELEVATORSIN WOOD, STEEL OR COMBINATION MATERIALS  
ANY CAPACITY DESIRED

MAKE A SPECIALTY OF STEEL FIRE PROOF ELEVATORS

CORRESPONDENCE SOLICITED

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Successor to Honstain Bros.  
Contractor and Builder of  
**GRAIN ELEVATORS.**  
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DESIGNERS AND BUILDERS OF  
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Plans and Specifications a Specialty. CHICAGO

### E. LEE HEIDENREICH

Grain Elevator  
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### OLSON BROTHERS,

Practical Elevator Builders  
and MACHINERY ERECTORS  
172 Grand Avenue, Chicago, Ill.  
Telephone Monroe 1614.

## Steel Storage & Elevator Construction Co.

Builders of

## FIRE PROOF STEEL GRAIN ELEVATORS.

BUFFALO, NEW YORK.

Send for illustrated catalog on fireproof steel grain elevators.

## THE BARNETT & RECORD CO.

416 CORN EXCHANGE, MINNEAPOLIS, MINN.

General Contractors and Designers of Grain Elevators,  
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We are prepared to use all of the various kinds of elevator construction, but recommend our special construction known as the Record-Johnson System Patent Fireproof Semi-Porous and Glazed Cellular Tile Grain Storage Construction, covered by the following patents and which we have exclusive control, patents Nos. 664323, 664324, 664325, 692544, 713104.



The following is a partial list of owners and capacity of plants which we have built in the last four years under these patents.

Great Eastern Elevator, Minneapolis, 1,000,000 bushels	Northwestern Yeast Co., Chicago, 300,000 bushels
St. Anthony Elevator Co., " 2,200,000	Canadian Northern Ry. Co., Port Arthur, 2,500,000
North Star Malting Co., " 500,000	David Stott Milling Co., Detroit, 200,000
Victoria Elevator Co., " 250,000	Pabst Brewing Co., Milwaukee, 250,000
Frisco Ry. Elevator, Kansas City, 500,000	Wisconsin Malt & Grain Co., Appleton, 200,000
Memphis Elevator, Kansas City, 300,000	Granite City Malting Co., Granite City, Ill., 200,000

We are constructing at the present time under same patents the following list of fire proof plants.

Schlitz Brewing Co., Milwaukee, 550,000 bushels	Texas City Imp. Co., Texas City, Tex., 500,000 bushels
Washburn-Crosby Milling Co., Buffalo, 300,000	Millbourne Mills Co., Philadelphia, 200,000
Canadian Northern Ry. Co., Pt. Arthur, 2,500,000	

The following are a few of our largest wood constructed elevators.

Calumet Elevator Chicago, 1,000,000 bushels	Maple Leaf Elevator, Kansas City, 1,000,000 bushels
Minnesota Annex, Chicago, 1,000,000	Burlington Elevator, St. Louis, 1,000,000
C. M. & St. P. Ry., Itasca, 1,125,000	Grand Trunk Elevator, Portland, Me., 1,000,000
Belt Line Elevator, Superior, 2,500,000	F. H. Peavey & Co., No. 1, 1,750,000
Superior Terminal, " 2,500,000	Interstate Elevator, Minneapolis, 1,000,000
Pittsburg & Western Ry., Fairport, O., 1,000,000	Texas Pacific Ry. Co., Westwego, La., 1,000,000
Standard Milling Co., Duluth, 1,000,000	Hoosac Tunnel, Charlestown, Mass., 1,000,000
Empire Elevator Co., Minneapolis, 2,500,000	And hundreds of smaller houses.

WRITE US FOR ESTIMATES.

Office, 226 Flour Exchange

## L. O. HICKOK

DESIGNER AND  
BUILDER OF

## Grain Elevators

any Design or Capacity  
MINNEAPOLIS, MINN.

OUR numerous satisfied customers is the best evidence we can offer as to our ability to design and build economical elevators. If you intend to build write us about it and thereby save some money.

HENDERSON & FRIEDLINE  
LAFAYETTE, IND.

## LUND, RUD & CO.

Contractors & Builders of

## Grain Elevators

Plans and specifications furnished on short order. 14 years' experience in latest improvements. 313 South 3rd St., MINNEAPOLIS, MINN.

T. F. COSTELLO LEONARD WEST

## T. F. COSTELLO & CO.

CONTRACTORS & BUILDERS OF

## Grain Elevators AND Warehouses

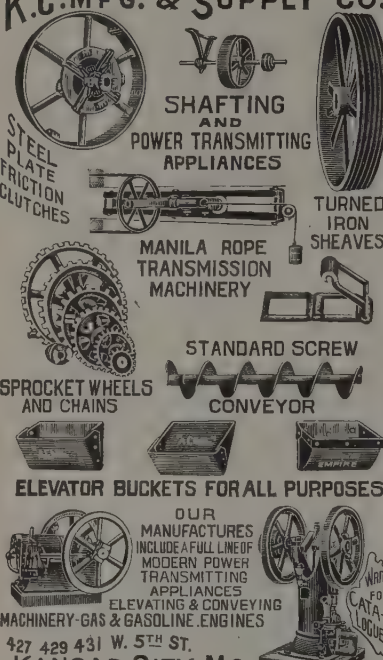
Plans and Specifications Furnished. Call on or write us.

309 S. Third St., Minneapolis, Minn.



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**K.G.MFG. & SUPPLY CO.**



STEEL PLATE FRICTION CLUTCHES

SHAFTING AND POWER TRANSMITTING APPLIANCES

TURNED IRON SHEAVES

MANILA ROPE TRANSMISSION MACHINERY

STANDARD SCREW CONVEYOR

SPROCKET WHEELS AND CHAINS

ELEVATOR BUCKETS FOR ALL PURPOSES

OUR MANUFACTURES INCLUDE A FULL LINE OF MODERN POWER TRANSMITTING APPLIANCES ELEVATING & CONVEYING MACHINERY—GAS & GASOLINE ENGINES

427 429 431 W. 5TH ST.  
KANSAS CITY, MO.

**If You Don't**  
buy your goods of us  
**We Both Lose Money**  
Complete line of  
**ELEVATOR MACHINERY AND SUPPLIES**  
**H.L.Thornburgh & Co.**  
Chicago, Ill.

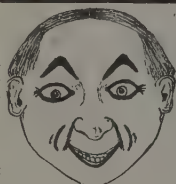
**ELEVATOR BUCKETS**  
The Fuller Patent Steel Bucket is stronger, will carry more and make better delivery than any other.



MADE BY  
**Cleveland Elevator Bucket Co.,**  
Cleveland, Ohio.



**ARE YOU TROUBLED**  
with the dust from your Exhaust Fan?  
If so, the  
**Hartford Dust Collector**  
will obviate the nuisance.  
Leaflet No. 55-M tells all about them.  
**HEATING, DRYING AND EXHAUST SYSTEMS.**  
Forced and induced mechanical draft.  
**THE HARTFORD BLOWER CO.**  
124 Suffield Street  
HARTFORD, CONN.

**WHY AM I SO HAPPY?**

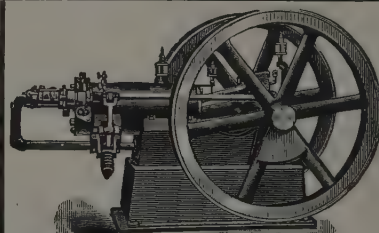
Because I bought the best grain handling machinery on the market. If you intend to build or improve your elevator it will pay you to write about it to

**The B.S.Constant Co., Bloomington, Ill.**

**WHEN YOU WANT ANYTHING IN THE LINE OF**  
**Machinery, Belting or Supplies**

It Will Pay You (and Us) to get our Prices.  
Good Stock, Prompt Shipments, Try Us

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**"Built for Business"**

By Mechanical Engineers  
in a Modern Shop

Sole State Agents HOWE Gasoline Engines. Agents HOWE Scales.

Manufacturers of Elevating, Conveying and Transmitting Machinery.

Send us your RUSH orders.

**York Foundry and Engine Works**  
YORK, NEBRASKA

# Skillin & Richards Mfg. Co.

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CONVEYING AND ELEVATING MACHINERY—Pulleys, Hangers and Shafting.  
FRICTION CLUTCH PULLEYS—Rope Transmission, Link Chain Sprockets, Salem Buckets.

**MILL AND ELEVATOR SUPPLIES OF ALL KINDS.**



## GRAIN ELEVATOR SUPPLIES.

### A GRAIN SPOUT

That will load cars  
without  
shoveling.

It is worth its  
weight in gold

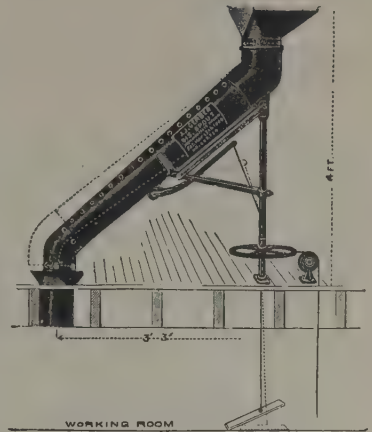
It will save you in  
labor all it costs in  
less than a month.

Send for Prices to

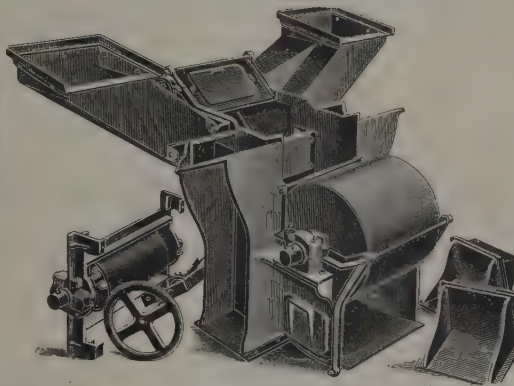
H. SANDMEYER & CO., Peoria, Ill.



"The Gerber Improved Distributing Spout is the remedy for mixing grain. Try one and be convinced that it is the best spout you can have in your elevator. Elevator spouting a specialty. Address J. J. Gerber, Minneapolis, Minn."



NON-MIXING



NON-CHOKING

## HALL

### SIGNALING Distributor

**Saves** its cost (sometimes in one day) from grain mixed in cupola.

**Lasts** Forever.

### SIGNALS OPERATOR

"Bin Full" or "Spout Clogged," and is so convenient all the time.

### UNCHOKABLE Boot

**Saves** mixing and spoiling grain in pit, in clearing chokes

**Prevents** fires started by chokes

**Doubles** { Amount Elevated  
Life of Cups and Belt

**Four times** service rendered.  
**One-tenth** care, trouble, labor.  
No moving parts.

SEND FOR  
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222 1st NAT.  
BANK BLDG.  
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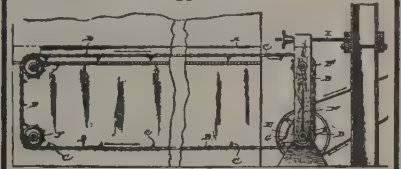
## ELEVATOR SUPPLIES

We can equip your elevator from top to bottom. If you need a gasoline engine, a grain cleaner, scales or anything for your elevator, we have it and can ship promptly. Get our catalog now, then tell us your troubles.

**C. D. Holbrook & Co.**  
MINNEAPOLIS, MINN.

### A. H. RICHNER,

Chain grain feeder for handling all kinds of Grain from dumps or crib to sheller or elevator, also designer and builder of grain elevators. Elevator and mill supplies of all kinds.



Write for prices and full sized cuts of the Special No. 78 A. H. R. Feeder Chain, the strongest chain in the United States for grain feeders. Address A. H. RICHNER, CRAWFORDSVILLE, IND.

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Maurice Garrison of Atlantic, Iowa, writes: The first issue of the Grain Dealers Journal located me in a good position; and I have had several offers of good positions since from the advertisement.

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Cannot be placed before the grain dealers and elevator men of the country without advertising. Personal solicitation is so expensive as to preclude its extensive use. Circulars are so cheap they fall in the waste basket unopened.

The only effective method within reasonable cost is to place an advertisement in the Grain Dealers Journal. Every copy goes to a live grain man and keeps its advertisements before him night and day. Try it.

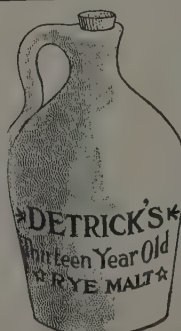


**GRAIN DEALERS CO.,**  
255 La Salle Street,  
Chicago, Ill.

**GRAIN DEALERS COMPANY**  
255 LaSalle St., Chicago, Ill

Grain Dealers Journal, 255 La Salle St., Chicago

quarts or more. Clip  
mail to us promptly. C  
tomorrow. Order toda



**GRAIN DEALERS COMPANY**  
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# ALL OUT?

"Elevators Wanted" col-

or better, still, advertise  
Selling anywhere, of the

own price for it. Ads in

...yet bring quick returns.

255 La Salle St., Chicago

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## ey in Your Grass

## Key in Your Grasp

official  
who a

all its there  
watch  
make a

age of  
whiskies.  
Bottled dire

Bottled direct  
from the barn  
at the Distiller's  
not coming from

not coming from  
some rectifying  
blending or branch e

tablishments. We have none of these, but ship direct from our distillery.

to you an absolutely pure,  
aged, mellow, healthful  
whiskey.

Only \$3.20 for four full  
quarts of eight-year-old

Detrick's pure Rye Ma  
Whiskey, delivered expro  
prepaid.

Orders into states west  
North and South Dakota, Ne  
braska, Kansas, Oklahoma, a

Texas must be for four (4) gallons at \$16.00 or two cases

quarts) at \$21.00 by freight, and  
charges prepaid.

**THE DETRICK DISTILLING CO.**  
TIPPECANOE CITY, OHIO

*Other Millers and Grain Dealers:*

highly recommend Detrick's Eight Year winner" on either side—"Bull or Bear."

To sell or buy car lots of grain, address  
**THE DETRICK MILLING COMPANY**  
Grain Department.

**COUPON** **G. D. J.**

The Detrick Distilling Company,  
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Gentlemen:—I herewith enclose  
\$..... for which please send a

approval.....gallons of your  
Eight Year Old Best Malt Whisky

Eight Year Old Rye Malt Whiskey  
express prepaid. If found satisfac-  
tory I will keep it; otherwise it

money to be returned to me.

Name.....

(Write very plainly.)

Postoffice \_\_\_\_\_ County \_\_\_\_\_

Postoffice..... County.....  
State..... Express Station.....



## GRAIN PURIFYING

For improving the condition and selling value of oats and feed barley should be as common as cleaning corn, and is certainly much more profitable. Many others do it, and you are throwing money away when you fail to do it.

We have been granted the only Process Patent ever issued by the United States Government for doing this work, and we can do finer work than was ever done in this branch of grain handling.

If you are interested, write us and we will send you descriptive circulars and samples of grain showing the results of purifying. Address

**CALDWELL & BARR**  
EARL PARK, INDIANA

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Shows at a glance the cost of any number of bushels and fractional pounds, from 1 to 1,500 bushels of any kind of grain, from 15, 16, 17 cents up to \$1.04 per bushel.

Bushels are shown in red figures and values in black. The price per bushel being given at top of value columns.

It is conveniently arranged and easily understood. Printed on good paper and bound in heavy paper cover. Price 50 cents.

**GRAIN DEALERS COMPANY**  
255 La Salle Street, CHICAGO, ILL.

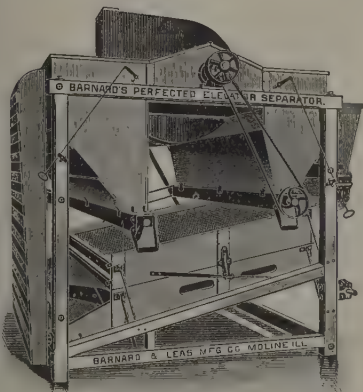
## Union Scale & Manufacturing Co.



Manufacturers of simple, accurate and reliable Automatic Weighing Machines. Scales for even weight bagging a specialty. Write for particulars.

**36 and 38 Union Park Place,  
CHICAGO, ILL.**

## Have Not Changed Their Opinion



They still believe the Perfected Separator is the best. Wherever used it meets all requirements and wins the praise of the operator.

CEDAR RAPIDS, IA., Oct. 8, 1903.

BARNARD & LEAS MFG. CO.

Gentlemen:—We have sixteen of your Perfected Separators in use. When we bought those machines we considered them the best on the market, and are pleased to say that we are still of the same opinion.

Yours truly,

AMERICAN CEREAL CO.

The superior sieve and air separations of this machine, and its manner of saving the screenings for feed are features which merit your consideration.

SEND FOR CIRCULARS

**BARNARD & LEAS MFG. CO.**

**BUILDERS OF ELEVATORS AND ELEVATOR MACHINERY, MOLINE, ILL.**



## GRAIN DEALERS' EXCHANGE.

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ELEVATOR at Morrison, Oklahoma, for sale. Address T. J. Donahue, Morrison, Okla.

WRITE TO AARON SMICK, Decatur, Illinois, if you want to trade your elevator for a farm.

TWO GOOD ELEVATORS for sale. Address Bac Box 2 care Grain Dealers Journal, Chicago, Ill.

WRITE C. A. Burks Elevator Broker, Decatur, Ill., for list No. 10. Nineteen choice properties for sale.

GOOD GRAIN BUSINESS in northwest Iowa for sale. Address Wac, Box 1, care Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE in all the states. List your properties for sale with me. Aaron Smick, Decatur, Ill.

THREE ELEVATORS for sale. Price \$7,500.00. Also one lumber yard and alfalfa farm. Address F. C. Kellogg, McCook, Neb.

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LINE OF FOUR ELEVATORS and Grain Houses for sale in western Iowa. Will sell one or all; large territory. Address Taylor & Emmons, Stuart Iowa.

ELEVATOR FOR SALE in northern Indiana. Good territory. No competition. Crops are good. Address Ar, box 8, care Grain Dealers Journal, Chicago, Ill.

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A GOOD ELEVATOR, hay storage and coal business for sale at Farmland, Ind. Good territory, no competition in hay or coal, one other elevator, a money maker for the right man. Address Box 171 Winchester, Ind.

CLEANING AND HANDLING ELEVATOR for sale or lease. Advantageously located. Modern equipment. Satisfactory terms to proper parties. A snap for somebody. Write us for particulars. Hanna & Leonard, Galveston, Tex.

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ILLINOIS ELEVATOR for sale. A postal card will bring you a full, complete and accurate description of an up-to-date elevator, where local conditions are first-class. Located where corn is raised—Douglas Co., Ill. Address John Milt Cox, Arcola, Ill.

**ELEVATORS FOR SALE.**

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OHIO GRAIN ELEVATOR for sale; almost new; 40 x 52 ft.; 30,000 bushels capacity; rope transmission; steam power; in fine running condition. Owner too old to run it. Morgan Johnson, Greenville, Darke Co., Ohio.

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KEWANNA ELEVATOR offered for sale on account of manager's leaving to go into business for himself. None better in northern Indiana. Fine town, schools, etc. Would prefer to sell half interest, although would sell all. Write J. M. Brafford, Winamac, Ind.

OHIO ELEVATOR and Coal business for sale; 12,000 bushels capacity; cleaners, shellers, gasoline power; handles 60,000 bushels of grain, 1,000 tons of coal, annually; on good margins, a snap at \$3,500. Address Cooper Box 1, care of Grain Dealers Journal, Chicago, Ill.

ONLY elevator in southern Ohio town, in extensive corn and wheat valley. Storage 40,000 bu.; modernly equipped; built three years. Exclusive coal trade. A fine money maker; owner has not time to give it attention. Price \$6,500, part cash. Address Morgan, Box 9, care Grain Dealers Journal, Chicago.

INDIANA ELEVATOR for sale, new; all new machinery of the latest and best patterns; all up-to-date. Doing a good business. Located in one of the best corn and oats countries, and on a good road, the Big Four. Will sell cheap on account of sickness. Address Lark, Box 12, Care Grain Dealers Journal, Chicago, Ill.

NEW ELEVATOR for sale; neatly equipped; capacity 5,000 bushels; in good farming country; thriving town; good trade; burr and crusher run by 16-h. p. Fairbanks Engine; 5-ton Fairbanks scales. Everything first class. Good place to handle coal, etc. Address Beaver Dam Elevator Co., Beaver Dam, O.

ILLINOIS ELEVATOR PROPERTIES—Elevator, Coal, Hay and Feed Business for sale; 75,000 bushels grain capacity; 5,000 bushels crib room; 250-ton coal bins; gas engine, wheat, and corn cleaners and sheller. Will be sold at a bargain. A snap for the right party. Adolphe Breuchaud, Greenville, Ill.

**ELEVATORS FOR SALE.**

ELEVATOR for sale; 10,000 bushels capacity; 12,000 bushels crib room; in N. E. Kansas; two years old. Handles 125,000 bu. to 150,000 bushels annually. No competition; good prospects and can show splendid returns. Address John W., Box 1, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—50,000 bus. capacity, new; two stands of elevators, two dumps, feed grinder, 12-h. p. engine; good office. About one acre of land; new dwelling of ten rooms, modern. Station handles from 600,000 to 800,000 bus. per year; one competitor. Price \$18,000.00 for all or \$12,000.00 for elevator alone. Address H, Box 11, Care Grain Dealers Journal, Chicago, Ill.

**LOCATIONS FOR ELEVATORS**

FINE LOCATIONS for elevators and other industries can be found on the line of the Belt Railway of Chicago (The Inner Belt), where there is an ample car supply, competitive rates and quick switching. Easy access to all Chicago roads. For further information address B. Thomas, President, Dearborn Station, Room 13, Chicago, Ill.

## LOCATIONS FOR ELEVATORS

In Illinois, Iowa and  
Minnesota on the line of the

## Chicago Great Western Ry.

Opportunities for men with capital to invest in paying modern elevators. No section of the country is so free from crop failures. Write for maps and full information.

W. J. REED,

Industrial Agt., C. G. W. Ry.  
604 Endicott Bldg.  
St. Paul Minn.

Would You  
Like My Picture ?



Size 10 x 14, in colors, suitable for framing. The "Katy" Girl sent with 1904 calendar for 12 cts. Address

"KATY,"  
St. Louis.



# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ELEVATORS WANTED.

ELEVATORS WANTED, one or two, well located. Cowen Bros., Wellington, Ill.

ELEVATOR WANTED, to buy or rent. Address Box 62, Parkersburg, Iowa.

ELEVATOR WANTED in good corn and oat territory. Bank Box 1, care Grain Dealers Journal, Chicago, Ill.

AARON SMICK, DECATUR, ILLINOIS, has elevators for sale or trade in Illinois, Indiana and Ohio. Write him.

ELEVATOR WANTED in good corn country, give full details at once. B. M. Cook, Box 531 W. Liberty, Logan Co., O.

GRAIN ELEVATOR and coal business wanted in exchange for a good farm in central Kansas. Address Lock Box 202, Conway, Kan.

ELEVATOR WANTED in Indiana or Ohio, handling not less than 200,000 bushels annually, with good side lines. Address Greeley & Co., Arcola, Ind.

ELEVATOR WANTED quick, for cash; 200,000 bushel Illinois grain business; prefer town of not less than 400 population. Box 137, Tonica, Ill.

GOOD ELTR. wanted in exc. for a section of fine stock and grain land in southern North Dakota. Union County Investment Co., Elk Point, S. D.

GOOD ELEVATOR wanted in exchange for first class black loam grain farm. Only those desiring to trade need write. Address W. S., Box 51, Cowden, Ill.

A LINE of from 5 to 20 elevators in northern Iowa or southern Minnesota wanted. Address P. S. R., Room 32, Chamber of Commerce, Minneapolis, Minn.

## MILLS FOR SALE.

MILL AND ELEVATOR for sale. Good town, good business. Terms to suit purchaser. J. C. McCord, Bloomington, Ill.

PLANSIFTER Mill, 50 to 60-bbl., easy terms; good farming country; side track to door. W. Wieden, Dorchester, Wis.

FOR SALE—A 90 bbl. Mill; elevator in connection, running night and day; handles 150,000 bushels wheat annually. Also 1,100 acres choice lands. Smith & Hunter, Carnduff, Assa.

\$3,500 BUYS an up-to-date 75 bbl. Plansifter Mill; \$2,500 cash, balance on time. No other mill and no opposition in grain trade; also good shipping point. This will bear investigation. Address Box 48, Sorento, Ill.

NIANGUA ROLLER MILL at Nian-gua, Mo., 207 miles west of St. Louis, on side track of St. Louis & San Francisco R. R. This is a modern, 80-barrel steam flour mill, with facilities for handling and shipping grain. A bargain for some one. For description and particulars, address Max & Beckett, Niangua, Mo.

## GRAIN AND SEED FOR SALE.

CLOVER AND MILLET SEED for sale. J. F. Ochsner, Nauvoo, Ill.

TIMOTHY SEED for sale. Send for samples. Address Southall & Williams, Pierson, Iowa.

CLOVER SEED, Wheat, Corn and Oats for sale. Address Kinsey Bros., North Manchester, Ind.

SEED CORN; First Prize at Ind. and Ill. State fairs. Write for circular. L. B. Clore, Franklin, Ind.

J. G. PEPPARD, KANSAS CITY, MO., buys and sells Sorghum Seed, Millet, Alfalfa, and other Grass Seeds.

CHOICE HAND-PICKED and machine cleaned beans a specialty. Correspondence solicited. M. H. Bird, Millet, Mich.

CHOICE LOAMING SEED CORN crop of 1902, for sale. Tipped and shelled at \$1.25 per bushel, sacks included. W. C. Mottier, Gibson City, Ill.

CHOICE GARDEN PEAS, 500 bushels standard sorts, also alfalfa seed and honey, for sale. Write Vogeler Seed & Produce Co., Salt Lake City, Utah.

FIELD AND GRASS SEED for Sale. When in need of anything in this line write us; we make prompt delivery. The Wm. S. Gilbreath Seed Co., Indianapolis, Ind.

HEADQUARTERS for Alfalfa, Meadow Fescue, Millet, Sorghum, and Kaffir corn seed. Address Kansas Seed House, F. Barteldes & Co., Lawrence, Kan.

FOR SALE—3,000 bus. choice seed. When in need of Alsike, Mammoth or Red Clover Seed, write to Ireton Bros. & Eikenbary Co., Van Wert, O., for prices and samples.

SPRING RYE, EARLY FORTUNE MILLET, Broom Corn Millet, Siberian Millet, Red River Early Ohio Seed Potatoes, Speltz, etc., for sale in carloads. Fargo Seed House, Fargo, N. D.

TIMOTHY, CLOVER, Kentucky Blue Grass, Kentucky Orchard Grass, German Millet Seed, etc., we handle all the year around. If you are selling or buying write us. Ross Seed Co., Louisville, Ky.

SEED AND GRAIN FOR SALE: Clover, Timothy, Red Top, Blue Grass, Dwarf Essex Rape, Pop Corn, Buckwheat, Field Peas, Chicken Feed, and a full line of field Seeds for sale to dealers at the right prices. Samples upon application. The ILLINOIS SEED COMPANY, Chicago, Ill.

RATEKINS' SEED HOUSE, Shenandoah, Iowa, buy and sell all kinds of Farm, Field, Grass and Garden Seeds. Write for prices; samples sent on application. When you have anything to offer submit samples and state price expected, your station.—Ratekins' Seed House, Shenandoah, IOWA.

## GRAIN AND SEED FOR SALE

SEED PEAS for sale. We have a surplus of McLeans Little Gems and Bliss Everbearing peas; will make very low price; state quantity wanted. Forrest Seed Co., Cortland, N. Y.

## GRAIN WANTED.

PRIME YELLOW EAR CORN wanted. Daniel McCaffrey's Sons Co., Pittsburg, Pa.

OATS WANTED, Black and Dark Mixed. Send samples and quote. W. H. Small & Co., Evansville, Ind.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

OATS WANTED; black oats, rust proof, or red oats. Send samples at once. H. J. Good & Co., Cincinnati, O.

CLEAN MEDIUM CLOVER wanted at good prices. Send sample for bid, or quote price; state quantity. The O. C. Shepard Co., Medina, Ohio.

GRASS AND FIELD SEEDS wanted. We are always in the market for all varieties. Address the Wm. S. Gilbreath Seed Co., Indianapolis, Ind.

WE WANT good No. 3 shelled corn at C., R. I. & P. and C., M. & St. P. points. Send samples and quote prices your track to Howard & Bemis, Edgerton, Minn.

PRICES WANTED on corn, hay, oats, flour, bran, meal, chops, feed all kinds. Best market south. Send sample. Wire; write. H. G. Smith, Birmingham, Ala.

WANTED—QUOTATIONS on Corn, Oats, Hay, and Bran. H. D. COTHRAN & CO., ROME, GA. References: R. G. Dun & Co., and First National Bank.

OATS, CORN AND CHOPS WANTED on consignment. I solicit consignments of Grain, Hay, and Mill Products, and will make advances on same. J. L. Perkins, Jr., Broker. Office and Warehouse, 110 Levee St., Vicksburg, Miss.

GRAIN AND SEED WANTED: We are buyers of Timothy, Clover, Millet, Pop Corn, Kaffir Corn, Buckwheat and other Field Seeds, also of Grain, and Grain screenings suitable for chicken feed. Sellers please submit samples. THE ILLINOIS SEED COMPANY, Chicago, Ill.

## MISCELLANEOUS.

WANTED TO CORRESPOND with shippers of grain and hay, who wish to do business in this territory. Geo. T. King, Hay & Grain Broker, Richmond, Va.

AUTO CLEARANCE SALE—Stamp brings lowest prices ever before offered; \$200 to \$350. Olds, Spaulding, Hanes-Apperson, Locomobile. Bodies, gears, motors, castings and gas engines. T. S. Culp, Canton, Ohio.



## GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ENGINES FOR SALE.

GASOLINE Engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

ONE STEAM ENGINE, 12 x 24 Slide Valve, for sale. W. S. McKinney & Co., 204 Dearborn St., Chicago, Ill.

"GUS" Gas and Gasoline Engines. "None better made." Write for prices. Carl Anderson Co., 23 N. Clinton, Ch'go.

OTTO GAS ENGINE for sale, 7½-horse power, second-hand. Hafner Furniture Co., 2620 Dearborn St., Chicago, Ill.

GASOLINE ENGINES for sale; slightly used; guaranteed good as new. Witte Gas & Gasoline Engine Co., 43 S. Canal St., Chicago, Ill.

KEROSENE OIL ENGINES give better satisfaction. Send for catalog. International Power Vehicle Co., 56 W. Washington St., Chicago, Ill.

PIERCE GASOLINE ENGINE for sale; 30-h. p. latest improved 1904; new, guaranteed, \$600.00. Address Pierce Engine Co., Drawer B, Racine, Wis.

GASOLINE ENGINES for sale; new and second-hand; from 1 to 20-h. p.; in good running order. Globe Iron Works Co., 2419 University Ave. S. E., Minneapolis, Minn.

PEASE ENGINE, 18-h. p., double cylinder, clutch pulley, for sale. Thoroughly reliable; price right. If you want an engine that will run, write Pease Engine & Machine Works, Goshen, Ind.

GASOLINE Engines of any make taken in trade for new engine, or will overhaul and put old engine in running order. Address Bauer Machine Works Co., Kansas City, Mo.

GASOLINE ENGINES for sale; all sizes; immediate delivery; guaranteed 5 years. At one profit-maker to user. Witte Gas & Gasoline Engine Co., 43 S. Canal St., Chicago, Ill.

NEW PUMPING ENGINE, 3-h. p., for sale; 1,500-gallon capacity per day; can be used for fire purposes; can be moved around on the farm, but is not on wheels. The Advance Mfg. Co., Hamilton, Ohio.

GASOLINE ENGINES for sale. One 22 h. p. Foos; one 6 h. p. Fairbanks; one 9 h. p. and one 14 h. p. Otto; one 25 h. p. Fairbanks-Morse; one 30 h. p. Webster. Write A. H. McDonald, 36 W. Randolph St., Chicago, Ill.

GASOLINE ENGINES, all sizes from 2 to 90-horse power. Also boilers, steam engines, pumps, roofing material, pipe, radiation, etc. Ask for catalog No. 326. CHICAGO HOUSE WRECKING CO., West 35th & Iron Sts., Chicago, Ill.

ALL SIZES of the high-grade Lammert & Mann gasoline engines for sale. Also several second-hand engines of other makes and in good repair at a bargain; write for description and prices. Lammert & Mann, 155-161 S. Jefferson St., Chicago.

## ENGINES FOR SALE.

GASOLINE ENGINE, 4 h. p., for sale; good as new; \$115. Coey & Co., Cottage Grove and 53rd St., Chicago, Ill.

GASOLINE STATIONARY ENGINE, 3½-h. p., guaranteed. Practically new; cost \$165; sell for \$100 to first cash offer because now using electric power in factory. Holsman Automobile Co., 153 La Salle St., Chicago, Ill.

FOR SALE—85 h. p. Westinghouse gas engine, with 2 fly wheels, 3 air starting tanks, gas regulator, sparking coil and dynamo, 5 jar Edison-Leland battery, muffler attachment. Also one clutch pulley, 66-in. diameter, 16-in. face, 3 11-16 in. bore. Rockford Bit Co., Kokomo, Indiana.

FOR SALE at a bargain—One new 25-h. p. Brown Gas and Gasoline Engine, one new 15-h. p. Brown Gas and Gasoline Engine, two second-hand 12-h. p. Badger Portable, one 2½-h. p. Stover and 2½-h. p. Witte Gasoline Engines. C. P. & J. Lauson, 103 W. Water St., Milwaukee, Wis.

FOR SALE—The following second-hand gas and gasoline engines: 60-h. p. Foos, 65-h. p. New Era, 35-h. p. Otto, 15-h. p. Lambert, 10-h. p. Otto, 5-h. p. Fairbanks, 6-h. p. Webster, 4-h. p. Foos, 4-h. p. Witte, 3½-h. p. Des Moines, 2½-h. p. Fairbanks. Backus Gas Engine Co., 22 S. Canal St., Chicago, Ill.

## ENGINES AND BOILERS.

Good engine and boiler for sale; 50-h. p. Address Hurd & Enyart, Logansport, Ind.

FOR SALE—One 10-h. p. steam engine and boiler, complete outfit; one 6-h. p. steam engine and boiler; 12-h. p. boiler. F. P. Otis, Blue Springs, Neb.

FOR SALE—One 60-h. p. Boiler in good condition, also one 120-h. p. Engine in first-class condition, a bargain for some one if sold soon. W. B. Cooley, Hartford City, Ind.

FOR SALE—1 Horizontal Plane Slide Bay State Engine in good condition, 100-horse power, cylinder 16 by 24, price \$450.00; 1 Horizontal Erie Boiler, good as new, 72 in. by 18 in., with 70 3½-in. flues, price \$600.00; 1 Horizontal Boiler, marine type, 72 in. by 18 in., with 70 3½-in. flues, price \$450.00. Hygienic Food Co., Battle Creek, Mich.

## MISCELLANEOUS.

CHOKE UPS—Do you have them in your grain elevators? If so, get a NEVER CHOKE FEEDER. E. Russ, Medford, Oregon.

FIRMS having any business relations with Kell & Co., of Mt. Vernon, Ill., will confer a favor by addressing Lek, Box 11, care Grain Dealers Journal, Chicago, Ill.

## MACHINES FOR SALE.

ONE NEW PROCESS SHELLER No. 1, for sale; in good repair. Cheap. Finch & Freeman, Dayton, Ind.

FOR SALE—Belknap's Little Giant Water Motor, No. 16, good as new. Price \$50.00. B. H. Palmer, Ashland, Ohio.

GRASS SEED CLEANER wanted; hand-power, new or second-hand; must be guaranteed to top notch. Address M. L. Crowley, Galva, Ia.

MARSEILLES NEW PROCESS CYLINDER SHELLER for sale, size 1. As good as new. Will sell cheap. The Oto Grain & Live Stock Co., Oto, Ia.

CORN SHELLER for sale—One "Miami Valley", built by Philip Smith of Sidney, Ohio. In good running order. Address Winfield S. Fries, Greenfield, Ind.

SPECIAL BARGAINS in second-hand machinery. Write for Circular No. 19. We may have what you want or know where to get it. A. S. Garman & Sons, Akron, Ohio.

CORN MACHINES: One Cornwall cleaner; one double screen cleaner; one Victor corn sheller and cleaner combined. All good as new. W. H. Caldwell, 202 Western Union Bldg., Chicago, Ill.

SHELLER AND CLEANER combined, size No. 1, for sale cheap; Barnard & Leas make; warranted strictly as good as new. Taken on a chattel mortgage. Address John Butzer, Hillsdale, Ill.

FOR SALE—Two 500-bushel Western Shellers and Cleaners, combined. One Marseilles Portable Sheller (mounted). One steel burr for grinding and crushing corn and cobs. Will sell cheap. Address H. C. Clark, Lebanon, Ind.

## SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

BUFFALO WAGON SCALE; five ton; for sale very cheap. Address G. W. Warner, Pickersell, Neb.

SCALES FOR SALE—Wanted to sell cheap a good pair 60 bushel Fairbanks or Howe hopper scales. Geo. T. King, Richmond, Va.

NEW AND SECOND HAND Railroad, Track, Hopper and Wagon Scales for sale. Give us a trial. We will save you money. Beckman Bros., Des Moines, Ia.

SCALES FOR SALE—Second-hand Railroad, Wagon, Hopper, Dormant & Portable, refitted. Write for list. The Standard Scale & Supply Co., Ltd., Pittsburgh, Pa.

FOR SALE—30 sets of 42,000-pound Fairbanks-Morse Compound Beam Hopper Scales, as good as new. Can furnish framing timbers with these scales. Prices on application. Trans-Mississippi Grain Co., 532 Bee Bldg., Omaha, Neb.



# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## SITUATIONS WANTED.

FIRST CLASS NO. 1 MAN wishes position as manager of country elevator. Address Lock Box 323, St. Anne, Ill.

POSITION WANTED as auditor of line elevator company. First-class reference furnished. Address A. R., Box 2, care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as buyer for line eltr. co.; 8 years experience; will work reasonable to start; best references. State wages. Address Box 43, Cloverdale, Ia.

POSITION, as manager Grain Elevator. Best references. Am familiar with Coal, Hay, and Lumber trade. Dek, Box 2, care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as Solicitor for grain firm, Manager or Buyer at station, or any good position, by sober, industrious man. Good references. Geo. W. Morrison, Chestnut, Ill.

POSITION wanted with grain firm. Have solicited cash business and had charge of line of elevators. Address Experience, Box 4, care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as bookkeeper and stenographer with grain firm; Experienced; best references. Address C. A. M., Box 2, care of Grain Dealers Journal, Chicago, Ill.

EXPERIENCED GRAIN and Elevator Man, thorough in all branches of the trade, wishes position with first-class Line Company. Hustler Box 2, care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by a young man who has had nine years experience with a wholesale grain firm both in the office and on the road. Best references. Address K. Box 1, care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with grain firm. Have had charge of line of elevators and solicited cash business; can furnish best of references. Address H. C. M., Box 1, Care Grain Dealers Journal, Chicago, Ill.

POSITION, with first-class receiving or machinery firm, wanted. Have traveled Indiana for two years and have wide acquaintance with the grain dealers of the state. S. B. Sampson, Board of Trade, Indianapolis, Ind.

POSITION WANTED as manager of elevator by experienced man, physically sound and temperate; also familiar with lumber and coal. Reasonable wages. References on application. Address G, Box 1, Care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with some Commission House as traveling representative. Have solicited cash business. Six years experience; personally acquainted with trade through Ill., Ind., and Ohio. Control good Consignment and Option business. Address T. C. Sullivan, Joliet, Ill.

## SITUATIONS WANTED.

POSITION WANTED as bookkeeper or manager of an elevator, or as solicitor for grain firm, by a young, experienced grain man. A No. 1. Good references. Address D. E. M. Box 2, care Grain Dealers Journal, Chicago, Ill.

## HELP WANTED.

WANTED—Good warehouse and elevator man, one competent to look after machinery and grading of grain. Address Box 42, St. Anthony, Idaho.

FIREMAN WANTED; experienced, sober, reliable; state lowest wages and give addresses of former employers. F. W. Snead & Co., Lynnville, Tenn.

THREE MEN WANTED—One, a German, to buy grain and hogs. Another to handle grain, coal, lumber, live stock and farm machinery in a small town. The third to work in elevator and lumber yard. State age and experience. Address Earhsom Box 1, care Grain Dealers Journal, Chicago, Ill.

## MISCELLANEOUS FOR SALE.

WHOLESALE GRAIN SHIPPING BUSINESS in Ohio for sale. Established 20 years. Large clientage East, South and West. Fine opening for energetic man. Other business requires time of owner. Address Wholesale, Box 10, care Grain Dealers Journal, Chicago, Ill.

ILLINOIS HARDWARE Store, Vehicle and Farm Implement business with store room for sale. Implement house and good dwelling in Ar farming country. Good trade established. Good reason for selling; write for particulars. Address Paul & Nobbe, Farmersville, Ill.

FOR SALE—2,400 ft. of second-hand 5-ply, 17½-inch wide rubber belt. 2,800 elevator buckets, 6x14½, four holes, with brace in center. Can furnish boots to go with this belt. Four steel pans, 168 in. long at top, 92 in. long at bottom, 60 in. deep. Prices made on application. Trans-Mississippi Grain Co., 532 Bee Bldg., Omaha, Neb.

## HAY WANTED.

HAY WANTED—We want to buy all grades delivered our station either for immediate or future shipment. Write us. Geo. W. Hill & Co., Nashville, Tenn.

HAY AND STRAW wanted, all grades. Large or small bales for order trade. For sale, seed wheat, clover and timothy. Mich. & Ohio Hay Co., Allegan, Mich.

OUR COMMISSION, 50 cents per ton. It will pay you to send for our mkt. report. If you have straw to sell, quote us. E. R. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

WANTED—WE Want to buy 500 tons of Number One Tangled Rye Straw. Please write us at once and name us price loaded on your track, or delivered Memphis. John Wade & Sons, Memphis, Tenn.

HIGHEST PRICES paid for Threshed Timothy Hay from Mich., Ind., Ill., and Ohio. Can handle any quantity to advantage. Quote basis delivered Richmond, Va., rate points. C. S. Allen & Co., St. Louis, Mo.

TIMOTHY HAY, choice No. 1 and good No. 2 wanted; also fancy clover mixed hay, any sized bales. Shippers can depend upon full market prices for same. We are strictly commission. Hay received on all routes. Write us. Address P. C. Lynch & Co., 8-12 Jay St., New York, N. Y.

## PARTNERS WANTED.

EXPERIENCED GRAIN MAN WANTED to buy ½ interest in large line Minnesota Elevators and act as manager. Price \$60,000. Address Aaron Smick, Decatur, Ill.

GOOD PARTNER wanted, with ten or fifteen thousand dollars capital to buy half interest in one of the best elevator and wholesale grain businesses west of the Mississippi River. For further particulars address Partner, Box 1, Care Grain Dealers Journal, Chicago, Ill.

## GRAIN DEALERS' JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator Post Office.....

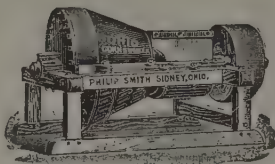
bus.

State.....



## NO "SHELL GAME"

Can clean one out of ear corn so quickly, so neatly and completely as



## The OHIO Corn Sheller

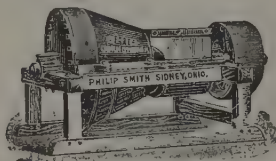
Cleans Corn from the Cobs

*It plays "the game" with all shelling surfaces chilled.*

New Corn or Old Corn stands no chance. However, it gives everybody satisfaction.

THE PHILIP SMITH CO.,

SIDNEY, OHIO



Can tell you how their machine does "the trick." Ask them.

## IMPROVE

Your opportunities, clean your grain, don't pay freight on dirt for it costs money; then, too, dirty grain won't grade. Put in a cleaner.



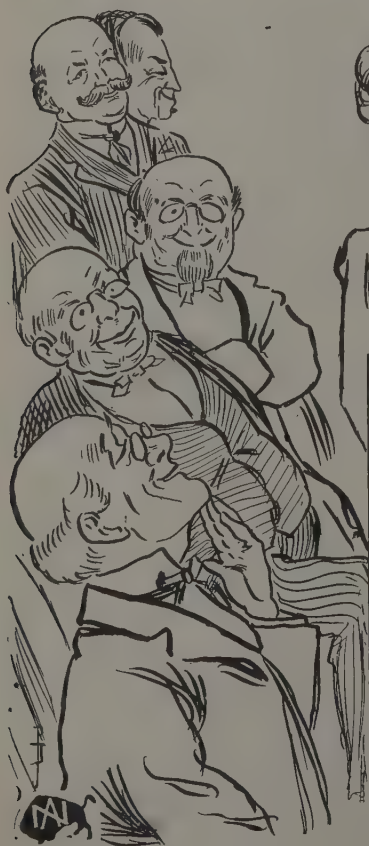
Investigate and you will find INVINCIBLE machines are durable, efficient and economical. Don't take our say so. We can send you the testimony of others. Write for it.

Invincible Grain Cleaner Co.

Silver Creek, N. Y.

REPRESENTED BY

W. J. Scott, 604 Traders Bldg., Chicago, Ill.  
Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.  
Chas. H. Scott, Nicollet Hotel, Minneapolis, Minn.  
J. N. Bacon, Balcherne Block, Indianapolis, Ind.



## THE MONITOR SCHOOL

## Lesson on the Advantages of Buying Monitor Machinery.

The fact that upwards of 25,000 Monitor Grain Cleaning Machines have been built and are giving perfect satisfaction marks them distinctly as tried and true machines. The further fact that we sell them subject to a thirty days' actual trial on your floors and back them with an unqualified Guarantee removes every uncertainty for their purchase. The fact that they cost no more than other makes and that the line includes Monitor Elevator and Warehouse Separators, Scourers, Seed Cleaners, Oat Clippers and Cleaning Machinery for every purpose, makes it a business proposition to buy them. It's neglecting your own interests to order elsewhere before a thorough investigation of the Monitor Line.

HUNTLEY MFG. CO., Silver Creek, N. Y.

BRANCHES: { 302 Traders Building, Chicago—F. M. SMITH, Manager.  
418 Third Street, Minneapolis, Minn.—A. F. SHULER, Manager.  
121 Front Street, New York—J. W. PERRINE, Manager.





## GRAIN DEALERS JOURNAL

Published on the  
10th and 25th of Each Month

BY THE

### GRAIN DEALERS COMPANY

255 La Salle Street,  
CHICAGO, ILL.

CHARLES S. CLARK, Manager.

#### Subscription Rates

if paid in advance One Dollar per year; Sixty Cents for six months; if not paid in advance, \$1.50 per year. Single copies ten cents.

To Foreign Countries within the Postal Union, postage prepaid, \$2.00 per year in advance; to Chicago outside carrier limits, \$1.50.

A Red Wrapper on your Journal means your subscription has expired.

#### Advertising Rates

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

"Wanted" and "For Sale" advertisements under the head of Grain Dealers Exchange cost 15 cents per line, each insertion.

#### Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., JANUARY 25, 1904.

YELLOW CORN continues to be in demand at Pittsburg.

ST. MARY'S, W. Va., seems to be an excellent market to steer clear of. If you have had trouble there, let us hear from you.

SHIPPERS who confine their dealing in central markets to members of organized exchanges are sure of fair treatment. Arbitration committees are provided for the settlement of honest differences.

BUYERS in speculative markets would obtain better grades of grain by insisting upon having their orders filled with cars from western roads. The in inspection is always more rigid than the out and more nearly represents what the rules intend.

MCCUMBER'S Grain Inspection Bill continues to attract opposition from the grain trade. It does not contain one practical suggestion and merits no support from any one interested in the grain business, with which it is designed to interfere.

CORN in northeastern Kansas seems to contain as much moisture as that found in any other section of the country. The rapid increase in the number of driers being installed at country and terminal points is conclusive proof that the amount of moisture in the 1903 corn crop is far in excess of the early estimates. Few sections of the country north

of 40 degrees latitude have new corn which can be shipped with safety.

NOTES of responsible farmers seem to be the one thing desired by the representatives of the Farmers' Co-operative Warehousing Syndicate, altho they pretend to be anxious to save farmers money on everything they sell or buy by building elevators.

UNLESS the shipping public conducts a far more vigorous campaign than it has been doing Congress is not likely to enact the Cooper Bill, and the rank discrimination between persons, places, and commodities now practiced by rail carriers will be continued.

ST. LOUIS Shorts are still striving to obtain relief from liability occasioned by their neglect in selling what they could not deliver. The sooner the contracts to buy or sell commodities are enforced to the letter, the sooner will men cease trying to influence the market prices by windy bluffs which they are unable to back up.

LACK of proper handling facilities at terminals continues to delay the switching and placing of cars, much to the embarrassment, inconvenience and loss of grain shippers. This seems to be one of the weakest points in the system or lack of system used by railroad companies in transferring freight.

BUCKET-SHOPS have not thrived in St. Louis lately, that is, compared with the remarkable success for the past three years and it seems likely that one known as the Rialto Grain and Securities Company, is likely to result in the exposition of rottenness in public places of an unusual degree.

AN AGITATION has been started in the Southwest with a view to inducing the directors of the Grain Dealers National Association to reconsider their action in calling the annual meeting of the National Asso. for Milwaukee Oct. 4, 5 and 6, in hope of inducing them to call the meeting for June instead of October. It is now somewhat late to consider the advisability of changing the date for 1904. However, June, July and August have many friends, and no doubt the time of the annual meeting could readily be changed to an earlier date hereafter, if all would agree on the same month.

SUPERIOR, Wis., has long been ambitious to become a grain center, yet its merchants and newspapers have adopted policies which seem to be designed primarily to drive the grain business from Superior rather than to attract it. Misguided citizens, led onward in the fight by selfish politicians, ignore entirely the rights, interests and wishes of the grain dealers and then expect those interested in the trade to open offices within the bounds of their city with the purpose of

building up the town and its grain trade. The newspapers seem to be just as badly misguided. The influence of the selfish politician seems to pervade the whole place and its institutions.

IT IS truly remarkable how readily the newspapers credit grain speculation with every defalcation. The amount of stock speculation exceeds many times over the speculation in grain. Then, too, men have been known to speculate in cotton, in oil, and other commodities. It is time the false arraignment of the Chicago Board of Trade should be resented and the institutors of the false charges made to pay the penalty of their action.

ALTHO some elevator agents go wrong each year, very seldom does one succeed in evading the officers of the law. Invariably are they made to suffer the full consequence of their wrongdoing. In "Letters from Dealers" this number will be found a report of one more such case. This agent was not bonded, but was trusted implicitly by his employers. There can be but one outcome of such dishonesty. Permanent success is impossible.

HAVE you had time to trace the lost profits of 1903? Have you tried to avoid a duplication of last year's errors? Judging from reports reaching us some dealers persist in conducting local fights and do not hesitate to pay from 4 to 5 cents above what is justified by the prices ruling in central markets. Any boy can give away a fortune in the grain business in a very short time, but it takes a bright, wide awake man to make a fair living in the business.

THE COLUMBUS Board of Trade, which has control of the weighing and inspecting of grain at Columbus, Ohio, has been so derelict in the matter of adopting and enforcing the recommendations of its grain committee that the entire committee has resigned. The trade has long been working to secure an improvement in weights and grades at Columbus, and it was hoped that the changes made last fall would result in such improvement, but it seems that the results have not proved satisfactory to the grain committee, hence they have resigned.

FLOUR MILL and grain elevator mutuals, according to a stock company authority, traveling under the very correct title of "Rough Notes", have suffered such heavy losses during recent months that they are losing most of their business to the stock companies. That is surely a rough note, made without any regard whatever for the truth. The fact of the case is that the flour mill and grain elevator mutuals made larger gains in the total amount of business on their books during 1903 than during any preceding year, and this, too, in spite of the fact



that their inspection and selection of risks has been more carefully conducted than ever before. The organ of the stock companies may find much consolation in voicing such false statement, but misrepresentation of this character must prove of benefit to the mutuals, because if the stock companies believe the vaporings of their guide they will haughtily advance their rates and wait for property owners to seek them for insurance.

**SUGGESTIONS** and models of grain car doors are asked for by Chairman Foss of the Car Equipment Committee elsewhere in this number. It is the desire of the Committee to make practical recommendations to the railroad companies which shall result in a material improvement in shipping facilities and a reduction in shortages in shipments.

**DO YOU** cooper your cars well? Do you know cars are thoroughly cleaned before they are loaded? Read communication in "Letters from Dealers" column this number. Then bear in mind that the report of the weighing committee of the St. Louis Merchants Exchange shows that during the past year 2450 grain laden cars arrived not sealed. 2739 cars were leaking at the door. 266 were leaking at the end window. 1553 were leaking at the king-bolt and 215 were leaking over the grain door. In other words, over 600 cars arrived each month in bad order. How much did you contribute to the bad order cars?

#### ALL HAVING FACILITIES WANTED

The expression voiced by the Indiana Grain Dealers Association at its annual meeting in resolution No. 3 which was adopted without opposition is sensible and in line with the policy adopted by most of the other state assos. It was long ago recognized that any one having proper facilities for receiving, storing and handling grain on railroad right of way was clearly entitled to be considered regular, hence should be admitted to membership in the state asso.

It is customary, however, out of consideration for those already members to insist that applications for membership be endorsed by at least two nearby members in good standing; an endorsement any honest dealer should experience no difficulty in obtaining. The resolution as adopted is as follows:

3. That the sense of this convention is that any person, firm or corporation having sufficient facilities for properly handling grain be solicited to join the Association; and that, in conformity to the rules, they be received.

It would seem that the adoption of a similar resolution by other assos. would have the effect of arresting much unnecessary agitation detrimental alike to the interests of the regular dealers and the assos.

#### \$24,000,000 FOR GOOD ROADS.

Congressman Brownlow of Tennessee has recently introduced a bill known as H. R. 4508 which provides for the appropriation of \$24,000,000, one-third of which is to be expended annually under the supervision of the Dept. of Agriculture by a bureau to be known as the Bureau of Public Roads. The money is to be apportioned among the different states according to their population, but unless each state appropriates an amount equal to its proportion, for the work then the monies intended for it shall revert to the general fund and be apportioned among the other states.

The Bill is surely a good one. It merits the support of every grain dealer whose business and the farmer will be helped more than any other by the enactment of the proposed law. Heretofore it has been customary to expend from \$50,000,000 to \$75,000,000 on bayous, swamps, creeks and unheard of ponds without any benefits accruing to others than the contractors and their political friends. It is hoped to divert much of the misspent money of the River and Harbor Bill to the Good Roads Bill, a most commendable purpose, and one which merits the enthusiastic support of grain growers, dealers and country merchants.

#### AUTOMATIC SCALES.

Automatic scales for weighing granular substances in bulk are used so very extensively and successfully in Great Britain and on the continent, that foreigners visiting this country for the first time frequently ask why more automatic scales are not used on this side of the pond. The trouble is that many years ago numerous machines which were claimed to weigh grain automatically, correctly and rapidly were tried and found wanting.

As in the matter of grain driers, however, the problem of weighing grain automatically has been solved and automatic scales are today being used successfully and satisfactorily. Their practicability is now proved by their extensive use, especially in the bagging trade, where it is desired to put grain up in even weight bags. It is no longer necessary for the shippers to the New England market to be docked 5 to 11 pounds on all overweight bags and charged for the grain needed to bring the under weight bags up to the contract weight.

The baggers are known to become weary with long hours of close application, which is very natural. They have their physical limitations, while the working capacity of the automatic scale is limited only by how fast the material being bagged will run. The scales are being used extensively in the seed trade as well as in bagging grain for consumption in the Southeast and New England. That they have come to stay this time is no

longer a question of doubt. Machines which weigh correctly and can be relied upon are easily obtainable, hence no one can afford longer to bear the extra expense of the inferior work heretofore performed by a crew of baggers with a platform scale.

#### SKIMMERS SHOULD BE EXPELLED.

For several weeks past a Milwaukee firm has been on trial in a local court, charged with reporting sales of grain to shipper at a price lower than sale was actually made. The evidence admitted seems to prove beyond all doubt that the receiver is guilty of skimming returns, as charged. It may be that, thru effecting a settlement, or thru some technicality of the law, plaintiff will fail to secure judgment in the courts for the money due him.

Whether such is the case or not, it behooves the board of directors of the Milwaukee Chamber of Commerce to peruse carefully Section 11 of Rule 4 of the Chamber, governing the duties of directors. It provides that "It shall be the duty of the board of directors, in case any grave offense committed by any member of the Exchange shall come to its knowledge, either by public rumor or report, to cause an investigation to be made into the truth or falsity of such rumor or report, and if after investigation such rumors or reports are found to be well founded, the facts shall be reported to the board of directors, and if the member shall be found guilty as charged, he shall be either suspended or expelled."

There appears to be no reason to doubt the guilt of the commission firm as charged, hence the directors can find no excuse for not promptly investigating the case and expelling the members. In no other way can the confidence of country shippers be retained. The slightest compromise with a wrong of this character will forever bar Milwaukee to grain shippers who learn of the facts. Punishment must be dealt out to the culprit with swift justice.

Any hesitation by the Chamber of Commerce or any deviation from its plain duty will cause shippers to hesitate whenever solicited to consign to that market. Dishonest dealing by a member must be denounced vigorously, promptly, and without mitigation. Any exchange which hesitates to punish severely wrongdoing or dishonorable conduct of this character must quickly win the opprobrium of the entire trade.

#### CARRIER LIABLE FOR LOSS.

The Kansas Supreme Court has recently decided in the case of K. C. F. S. & M. R. R., vs. B. F. Blaker & Co., that a railroad company is responsible for the full loss resulting from fire negligently started from sparks emitted by a passing locomotive. The case involves the destruction of a grain elevator and lumber yard belonging to Blaker & Co., who received \$2,980 insurance as indemnity from an insurance company. The money received, however, covered but a small per cent of the loss, hence the sufferers



sued the railroad company for the full value of the property destroyed.

The court held that "Where an insurance company pays to the insured a loss occasioned by the wrong of a third party, and the value of the property destroyed exceeds the amount paid by the insurance company, the insured may bring action in its own name against the wrongdoer and may recover the full amount of the loss."

For years elevator men have been desirous of making railroad companies responsible for property destroyed by fire occasioned by sparks thrown from passing locomotives, but without a very satisfactory degree of success. The railroad companies, in their leases of ground as elevator sites, have furtively inserted a clause in the lease designed to release the company from liability for any damage to building erected on the ground, due to fires originating from sparks emitted from passing locomotives.

Many of the insurance companies have considered this clause in the lease license to carelessness on the part of the railroad company, and have charged the elevator owner 25 to 50 cents more per hundred for his insurance. Some of the courts have held that this clause was contrary to public policy in that it had a tendency to license carelessness by releasing probable offenders from the results of their own acts. Fortunate indeed is the elevator owner whose house stands on his own ground, for then the possibility of his collecting the amount of his loss from the railroad company is in no wise hindered by the objectionable clause.

## Observations.

By Traveler.

The fact that it is not safe to rely entirely upon destination weights was brought out in the last issue of the "Journal," and two instances which illustrate this point have just come under my observation.

One is that of a car which, having been sold for Eastern shipment, was transferred at the market to which it had originally been consigned and—in the hurry of getting it off to apply on a contract—went on its way without being weighed. In the other the example to which I have reference one draft went through the hopper at the elevator where delivery was made, and the weights were not taken, neither was the occurrence reported at the time.

Of course, both of these were probably the result of mere carelessness, and the business of a grain dealer may run along smoothly for months or even years without having anything of the kind happen; but when it does happen it causes trouble. Then, there is always the danger of having a car wrecked in transit and not being able to prove the extent of your loss, while in not a few instances cars are damaged, grain lost out, temporary repairs made and the shipment sent along to its destination without any mention of loss. Small shortages, too, aggregate a good deal for each twelve-months. On most of these it is impossible to recover, but they serve as an indication of what the owner of the grain may expect at any particular place of delivery, and knowledge of this kind saves many dollars.

Funds invested in good scales are profitably placed.

Did it ever occur to you that some of the difficulty which you may have had with farmers is due to an uncontrollable desire on the part of one of your employees to talk—"talk big?"

I happened to think of this, the other

day, on meeting one of my friends from South Dakota, whose business was almost ruined for a time by the boasting of a lad who worked in his elevator. Do you remember the last rise of wheat from somewhere in the neighborhood of 80c to \$1.00? Well, this dealer had a string of houses fairly well filled with good 1 degree and 2 degree bought around 65c, and he unloaded just in time to get from 98c to \$1.03 for it in Minneapolis and Milwaukee. Of course, he felt jubilant, and as for the boy, he was bursting with importance; for had he not predicted that wheat was going to a dollar? So he went out and talked and then talked some more. Everyone envied the dealer's "good luck," but the farmers who had sold him the wheat were furious, not stopping to consider that he had paid a fair price for the grain at the time it was purchased and that a sharp decline would have left him with a loss. Farmers, it seems, seldom do consider. A public meeting was actually called to denounce the dealer, all of which was purely "froth," but it left bad blood, just the same. What became of the boy, I asked? "Oh, his folks sent him to college," said my friend, "he's going to be a lawyer."

When you give authority to one of your employees to sign checks or drafts, you will save unnecessary trouble by notifying your banker, and the people in other places with whom you are doing business, particularly the latter, that this proxy signature is authorized; otherwise no one has a right to recognize it, and any responsible person naturally hesitates to do so at his own risk, for dishonest clerks are not any too rare.

Of course, this rule of the commercial world is well-known, but, strange to say, it is constantly disregarded. A well-known receiver in one of our large markets states that in the course of a year scores of drafts come to his office with unauthorized proxy signatures. As a general thing he accepts them, fearing to offend those in whose names they are made, but he immediately writes asking that authority be given to him for doing so, and in some cases he finds it necessary to telegraph. Other firms are not as considerate as this and simply have such a draft returned.

In some instances the member of a firm will give his signature the appearance of a proxy by adding his initials. This, unless there is some particular reason for it, should not be done.

Another fact may be noted in connection with the above, which is, that the signature or endorsement of a corporation, in order to be legal and binding, must not only show the name of the officer making it but also his title, such as Secretary or Treasurer. That rule is more or less disregarded all around, but it becomes of prime importance when papers are taken into court.

## Models of Grain Car Doors Wanted.

As it is the intention of the Car Equipment Committee of the Grain Dealers National Assn. to submit to the different railroads for their consideration, models of grain doors, any one having ideas for grain car doors that he wishes presented should send a working model of the door to the chairman of the committee, H. A. Foss, room 90, Board of Trade, Chicago, Ill.

## Elevator's Busy Day.



Friday was a busy day for the Shellabarger Elevator Company. At one time during the forenoon there were seventy-five teams standing in the street waiting their turn.

During this jam one of the haulers decided he needed a shave, but could not

leave his team for losing his turn, whereupon John Jump, the tonsorial artist, took his razor, mug, and a common chair out in the middle of the street and shaved his man, much to the pleasure of the other teamsters.—Maroa Correspondent of the Decatur (Ill.) Review.



## Letters From Dealers

### THE OLDEST DEALER.

Grain Dealers Journal: We note in the last issue of the Journal that E. W. Wagner names Daniel Larzelne, of Quincy, Mich., as the oldest dealer. We will have to go Mr. Wagner one better, as we have a buyer at East Leroy, R. Rathbun, who is over 84 years old and still buying grain.—Stockbridge Elevator Co., Jackson, Mich.

### WORKING FOR GOOD ROADS.

Grain Dealers Journal: The remarks made in the "Journal" about the benefit of good roads to both the merchants and the farmers find hearty endorsement in this section. A county Good Roads Ass'n was organized here last fall with E. F. Craig as Secretary, and the work of this is supplemented by eight town associations. We expect to bring about a very material improvement in the condition of the public highways—enough, at least, to enable the farmers to bring their product to town and do their trading at all times of the year, instead of being compelled to keep on their own land for long periods of time on account of impassable roads. I hope you will continue to encourage the good work to go on in other sections.—M. L., Marinette, Wis.

### BETTER MATERIAL NEEDED FOR COOPERING.

Grain Dealers Journal: In reading over the report of the Indiana Grain Dealers' convention, as reported in your valuable journal, I could not fail to be impressed with the figures that were presented showing the large percentage of cars received at Minneapolis, within a specified period, that were carelessly coopered. Now I do not think the dealers at country stations ought to be blamed for this as much as the railroad companies who neglect to furnish suitable material for the work; but it is certainly a matter to which more attention ought to be given. Losses from leakage have become so common that it is difficult to get the railroad companies to pay any attention to claims made on this account; yet they ought not to be allowed to shirk their share of the responsibility, and perhaps if they are "brought to time" in this respect the shippers themselves will feel encouraged to do better.—Kicker.

### CLEAN CARS BEFORE LOADING.

Grain Dealers Journal: I was unfortunate enough, recently, to be involved in a case which, while it has its amusing features, presents some phases that call for serious consideration. My firm received a car of wheat from the country which inspected No. 3 and was sold for a fair price to one of the local mills, but what was our surprise a few days later to be informed over the phone that the bottom of the load was nothing but filth. "Impossible!" we exclaimed. That wheat came from one of our most reliable shippers.

On investigation, however, our sampler found that there was a foot of manure in the lower part of the car. Out went a letter to the shipper; back came a hot reply disclaiming any such thing. The mat-

ter went to the railroad officials to see what explanation they could give, and what do you think developed? Simply this: the car had been placed on a side-track and used as a stable for the teams of men doing some repair work along the line. When this was done it had been switched on to a freight train, without being cleaned, and finally set in to an elevator for loading. Our shipper apparently was too busy to look inside; he let the grain spout in.

The deductions are too obvious to require further comment, but the question suggests itself, How many dealers take pains to clean out cars before loading? Does it pay to load them just as they come to the elevator?—R. W. E.

### ANOTHER AGENT GONE WRONG.

Grain Dealers Journal: M. B. Lytle, formerly agent of the Des Moines Elevator Co., at Wiota, Ia., adds one more man to the list who have gone wrong. Mr. Lytle was a single man of pleasing address and apparently exemplary habits and seemed possessed with considerable ability as grain buyer. He commenced working for the Des Moines Elevator Co. about Oct. 1, 1902, and at the end of the season his accounts checked out all right and were found to be correct.

About Nov. 1, this season, the company decided to bond its men, and Mr. Lytle being unable to furnish a bond was asked to resign. On shipping out his grain at that station he was found to be short considerable. It seems that his method in issuing checks to pay his accounts was to fill out his reports to the company that he had bot so much grain of a party. In one instance he raised the check from \$15 to \$115 after the farmer had endorsed it.

He left Wiota about Dec. 6, was arrested at Bozeman, Mont., Dec. 21, was indicted by the grand jury Jan. 6, 1904, pleaded guilty to forgery Jan. 8 and was sentenced to two years at Ft. Madison, Ia.—J. C.

### FIXING RESPONSIBILITY FOR DETERIORATION DUE TO DELAY.

Grain Dealers Journal: The apparently unavoidable delays in switching cars to places of delivery, after grain has been sold, due to the congested condition of the yards at many of the large markets, have often brought about deterioration in quality, compelling the shipper to stand for discounts in price. In this event the railroad officials will usually allow damage claims, if it can be proved that their company is responsible; but my experience has been that the difficulty lies in obtaining proper affidavits showing the condition of the grain at the time it was sold and when it was finally unloaded. I have vainly been endeavoring, by correspondence, for some weeks past, to secure such an affidavit from a buyer to whom I was obliged to allow 4c per bushel on a load of barley, and the trouble seems to be that my request was not made soon enough. I will not go into details further than to say that the car in question was shipped early in the fall, took over two weeks in transit, laid around at one of the lake ports for nearly a month and was finally placed for unloading, but proved to be heating.

Settlement was made as above indicated and I then put in a claim on the railroad company. This, after finding a quiet resting place in two or three pigeon-holes, was sent back to me for affidavits of the condition of the grain at times of arrival and

unloading. The former I secured readily enough, but the latter still waits for someone to "depose." I give you these facts thinking that they may serve as a warning to your readers to obtain affidavits at once in similar cases and attach them to claims when filed.—G. L. B.

### WHY CARS ARE SCARCE IN KANSAS.

Grain Dealers Journal: I have heard considerable complaint about shortage of cars in Kansas. I herewith attach an extract of evidence that readers can

Extract of Evidence in the Case of Geo. D. Henry vs. C. R. I. & P. Ry.:

Suit to Recover Unreasonable Charges of Freight on Grain.

Evidence of Frank J. Shubert, Dec. 17th, 1903:

Q. What is your official position with the defendant company?

A. Assistant General Freight Agent.

Q. How long have you been in the employ of the defendant, and in what capacity?

A. Twenty-two years; have been in the freight department all the time. Until July 1st of this year I was entirely west of the Missouri river. Prior to July 1st, and for about twelve years I had direct charge of the rates west of the Missouri river.

Q. What is the movement of empty cars with the Rock Island east and west from Kansas City?

A. The empty movement is east bound, as we have more loads west bound than we have east bound.

Q. There is a movement of the empty cars west bound to get grain?

A. No, sir.

Q. Isn't the movement of empty grain cars from those western points from the river?

A. From the river, yes, sir; there is a movement of empty box cars, or grain cars, yes, sir.

Q. You say that during this busy season when every one wants cars in Kansas, you ship empty cars from Kansas City east?

A. There is an empty car movement east bound, yes, because there is a demand in Chicago for empty cars to load merchandise.

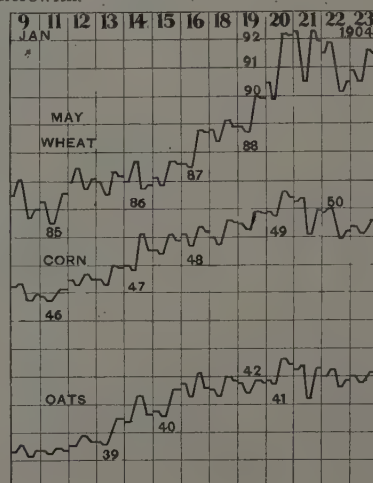
Q. This empty car movement is to Chicago?

A. To Chicago and Junction points.

get a certified copy of at any time they care to bear the expense. If this is a misrepresentation, I would like to see it exposed through the Journal. Yours truly, Geo. D. Henry, Fairfield, Iowa.

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to Jan. 25 are given on the chart herewith.





## Banquet of Nashville Grain Dealers.

Altho the Nashville Grain Dealers Asso. is not one year old, it includes in its membership most of the wholesale grain



Byrd, Douglas, Pres.  
Nashville Grain Dealers Assn.

dealers of the city, and the organization is showing such a vigorous activity in the promotion of the city's grain trade, and the establishment of friendly relations that no dealer will long stay outside its pale. In fact the promoters of the organization feel confident that before the year is completed every dealer of the city will be identified with it. Pres. Byrd Douglas of the Asso. insists that Nashville is the natural gateway of the Southeast for grain, hay and mill products, and that the city's natural railway terminals and reshipping facilities should enable its dealers to fill orders from the South and East promptly and to the advantage of both buyer and seller.

During the year ending Jan. 30, 1903, Nashville dealers handled 49,647 cars of grain and mill products, the value of which is placed at \$19,948,597.72, and the trade of the city is growing. In fact since the organization of the asso. several new firms have started in the grain business, and no doubt, if business continues to grow, as seems certain, the asso. membership will soon be 50 and the amount of business handled by them in excess of \$25,000,000.

In addition to several trunk lines of railway from the North and West, Nashville's shipping facilities are increased by the water route afforded by the Cumberland River. Some of the dealers have their own boats and bring much grain to the city from Ohio river points; the river being navigable most of the year.

The prime object of the Asso. is to promote the grain-trade interests of the city. Daily sessions are held from 11 to 12 o'clock, during which the cash sales range from 50 to 150 cars. Chicago markets are received at regular intervals and posted by Geo. W. Hill, who is superintendent in charge. Grain is sold by sample and by grade. The city affords two public warehouses which make a business of handling grain for all comers. Some of the dealers have warehouse facilities in excess of their own needs, so accommodate other dealers with storage and handling facilities.

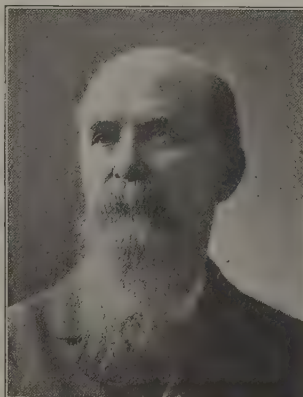
The Asso.'s Annual Banquet, given at

the Maxwell House, on the evening of January 22d, was attended by over 150, which shows the unanimous spirit with which the dealers of the city have entered into the work of building up the city's grain trade. Handsomely engraved invitations were sent dealers in other markets and at country points and many responded.

Among others in attendance were: Wm. Rahm and R. E. Hickman, of Evansville, Ind.; L. W. Bixler, Kansas City, Mo.; J. B. Lillie, Franklin, Tenn.; Jim Parrott, S. S. Carlisle, Ben S. Lang, and H. H. Langenberg, of St. Louis.

The large dining room of the Maxwell House was beautifully decorated with palms and potted plants. Smilax, carnations and candelabra covered the tables. Entrancing music was dispensed by a string orchestra, while the guests were busy disposing of the feast outlined by the following menu:

MENU.  
Blue Points.  
Celery.  
Cream of Chicken, a la Reine.  
Olives. Almonds.  
Fillet of Sole, Sauce Ravigote.  
Cucumbers. Potato Croquettes.  
Sweetbreads, Brazed, Financiere.  
Green Peas.  
Imperial Punch.  
Quail Barde, au Cresson.  
Shrimp Salad.



J. H. Wilkes, Vice President  
Nashville Grain Dealers Assn.

Ices in Form.  
Crackers.

Coffee.  
Cigars.

Assorted Cake.  
Cheese.

After the chairs were pushed back and cigars lighted, Toastmaster Douglas called for the invocation. He then extended a welcome to all in behalf of the Nashville grain dealers, outlined the aims and purposes of the organization, and told of the city's grain trade, past and to come.

The veteran dealer, J. H. Wilkes, was called upon to respond to the toast, "Our Guests."

J. T. Howell, of the Fourth National Bank, told of "The Banker's Relation to the Grain Dealer."

A vocal solo brought forth a demand for another one.

The toast, "The Relation of the Railroads to the Grain Dealer" was responded to by Dr. W. H. Bumpas.

"The Staff of Life" was responded to by E. C. Faircloth.

"The Press" was responded to by D. H. Baskette.

"Who Blows Our Horn" was responded to by D. McKay.

Then the guests were favored by the Schumann Quartette.

"The Local Situation" was responded to by H. H. Hughes, who gave particular attention to the increased business and emphasized the city's need for more elevators. He declared Nashville to be the market for the entire Southeastern trade and called upon the dealers to pull together and build up the city's trade.

"Keep Your Business Before the World" was responded to by Charles S. Clark, of Chicago.

"Bulls and Bears" was wittily responded to by Rev. G. W. Bull.

"Hospitality of the Association" was responded to by Judge J. S. Wilkes.

The benediction followed.

The success of the occasion seems to have been due not only to the energy and good work of the following officers and committees, but to every member of the Asso., all of whom entered heartily into the work of making its first banquet a grand success:

Byrd Douglas, President; J. H. Wilkes, Vice-President; W. R. Cornelius, Jr., Secy., and Treas. Committee of Arrangements: W. J. Miller, J. H. Wilkes, H. H. Hughes. Invitation Committee: J. C. Shoffner, W. R. Cornelius, Jr., Duncan McKay. Reception Committee: S. C. Douglas, Jno. A. Tyner, E. C. Andrews. Entertainment Committee: M. W. Hogan, P. W. Harsh, L. L. Wade.

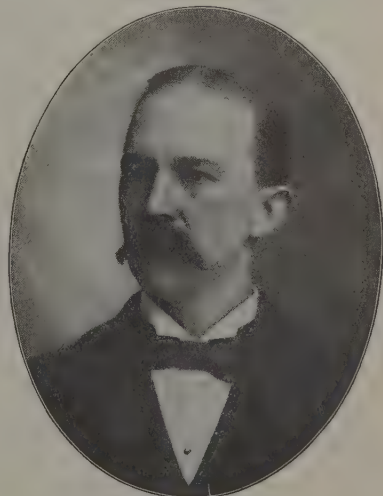
That they succeeded in their purpose was well proved by the large attendance, and the spirit of good fellowship that prevailed throughout the entire evening.

## Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Jan. 25 have been 165,801,000 bus., compared with 195,317,000 bu. for the corresponding period of the preceding year.

Corn receipts at primary markets for the present crop year prior to Jan. 25 have been 97,322,000 bus., against 74,897,000 bus. for the corresponding period a year ago.

Exports of linseed oil cake during the 11 months prior to Dec. 1 amounted to



W. R. Cornelius, Jr., Secy.  
Nashville Grain Dealers Assn.

625,702,798 pounds; compared with 515,636,927 pounds for the corresponding period of 1902.



## Meeting of National Board of Trade.

The National Board of Trade, an organization composed of the commercial exchanges of the country, held its 34th annual meeting at Washington, D. C., Jan. 19, 20 and 21.

Pres. Blanchard Randall of Baltimore called the 200 delegates to order at noon in the ball room of the New Willard hotel. Mr. Randall made a short address of welcome, and appointed a committee on credentials, which promptly reported. The roll was then called.

Pres. Randall announced the appointment of 14 committees, among them those on national inspection of grain, and reciprocity.

The report of the council was read and approved.

John B. Daish, commissioner pro tem., recommended that the publication of the bulletin be continued, as heretofore, and that copies of it be furnished the prominent trade papers, which are taken by the individual members of the constituent organizations, that the individuals may be informed through that medium of such matters as it may be pertinent to place before them.

On the second day resolutions were adopted providing for the introduction of the metric system, indorsing a national appointment of a government commission to report desirable legislation to increase the merchant marine.

C. B. Murray, chairman of the committee on crop statistics, submitted a report praising the government crop reports as representing all facts obtainable. H. S. Grimes, representing the Grain Dealers National Assn., challenged a statement in the report that "we expect too much of the government." "How can we expect too much of the government on such vital points?" he asked. "Above all things," he continued, "we want accurate reports. Take the late cotton report, it is almost perfect. Cotton raising is limited to five states, grain to twenty-five. Why cannot we have as accurate grain reports as cotton reports?" Mr. Grimes suggested that since it was the invisible supply which affected the markets, deputized agents might ascertain the amount of grain in the farmers' granaries. The report of the committee was adopted.

A strong fight was made by John B. Daish and Pres. H. S. Grimes, of the Grain Dealers National Assn. for approval of a national reciprocal demurrage or car service law; but the question was recommended by a vote of 36 to 17.

The report of the railroad transportation committee asking for a uniform bill of lading wherein will be clearly stated the rights, duties, and liabilities of all parties, was unanimously adopted.

The committee on national grain inspection brot in two reports. The majority report, opposing inspection by the federal government, was adopted. The only vote cast in favor of political inspection, was by the representative of the Chicago Board of Trade.

On the third day resolutions were adopted in favor of reciprocity, especially with Canada. The by-laws of the Board were amended, reducing the dues to be paid by constituent bodies to \$20 by assns. of 100 members or less, and \$5 for each 50 members in excess of 100, the maximum dues to be \$300.

At the banquet Tuesday evening, the first ever given by the Board, 72 guests were present. C. Stuart Patterson, of

Philadelphia, was toastmaster. Among the speakers were: Senator Mark Hanna, Secy. Cortelyou, of the Department of Commerce and Labor, Speaker Cannon, and Representative Hepburn.

New officers were chosen as follows: Pres., J. J. Sullivan, of Cleveland; first vice-pres., C. S. Hamlin, of Boston; second vice-pres., H. Johnson, of Milwaukee; treas., W. R. Tucker, of Philadelphia.

## Asked— Answered

### CAR LOADERS ARE A SUCCESS.

Grain Dealers Journal: In reply to the inquiry of D. E. Maxwell, of Kirby, O., in the Grain Dealers Journal, as to whether blowers for loading cars are a success, I would say I have a car loader installed in my elevator and it is a complete success in every respect.

The main trouble with most car loaders is that they grade the grain, or throw the heavy grain to the end of the car and drop the light grain in the center. I have tested the machine I use by using the tester in all parts of the car while loading and have not found any perceptible difference in the test. I can conscientiously recommend the car loader to any grain dealer.—E. A. Crall, Burchinal, Ia.

### IS CARRIER LIABLE FOR ADVANCED CHARGES?

Grain Dealers Journal: On the point as to whether a local freight agent can pay advance freight charges on a freight bill to cover value of the contents of the car, we would say we received no postal card notice stating the amount of the charges, before we sent our blank check to the railroad office to pay the charges, and did not know the freight agent had paid the shipper.

We quoted the shipper a price of \$6 f. o. b. his track, subject to prompt acceptance, but his acceptance reached us 8 days later, was dated 6 days later and the car was shipped about the same time that the acceptance was mailed to us. The railroad agent claims that the shipper presented our letter showing that we were willing to pay \$6 f. o. b. his track, and in this way secured the advance of \$55, which was \$18 more than the contents was worth. Did the railroad agent have the right to pay for the hay? An answer to this will greatly oblige, yours very truly, R. W. Cassell & Co.

## Books Received

THE GOLDEN STATE is the title of a very interesting booklet of eight chapters, which tells in a pleasing and interesting manner of the wonders of California. It is profusely and artistically illustrated with photo-engravings and color plates. It tells of the principal points of interest of the state, dealing with the historical and commercial as well as the products of the soil. To the lover of Sunshine it is especially pleasing. Readers of the Journal can obtain a copy by addressing, John Sebastian, 150 Van Buren Street, Chicago.

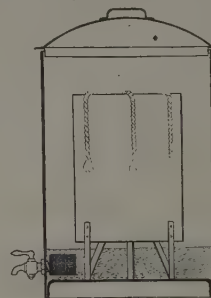
## Home Made Oil Filter.

An oil filter which works on the principle of capillary attraction, and that any tinner will make for \$5, is shown in the engraving herewith, for which we are indebted to Popular Mechanics.

First have a can with a top made out of heavy tin or galvanized iron 30 in. high by 20 in. in diameter with a faucet 1½ in. from the bottom, and a strainer attached on the inside of the can. Next have a smaller can 20 in. long by 14 in. in diameter, made with 3 legs. Place the latter inside of the large can.

From a dry goods store obtain 3 rolls of cotton batting and fold it lengthwise, making 3 folds, 6 thicknesses; then roll it sidewise and tie it with a string to prevent it from unrolling. Take the rolls and put one end into the small can and let the other end extend over the side into the large can.

Fill the small can with new oil, pouring some over the rolls and let it stand for eight hours. Capillary attraction will take about 8 in. out of the inner can. Then it can be filled full of dirty oil. The more rolls of cot-



ton the faster it will filter. Be sure not to have any water mixed with the oil, as it will filter water as well as oil.

Hay exports for the 11 months prior to Dec. 1 were 43,231 tons; compared with 82,380 tons for the same period of the preceding year.

Exports of foreign beans and peas during the 11 months prior to Dec. 1 were 98,551 bus.; compared with 31,129 bus. for the same months of 1902.

Exports of beans and peas during the 11 months prior to Dec. 1 amounted to 216,459 bus.; compared with 231,791 bus. during the corresponding months of 1902.

Broom corn exports during the 11 months prior to Dec. 1 amounted to 219,980 pounds; compared with 177,093 pounds during the same months of the preceding year.

Exports of buckwheat during the 11 months prior to Dec. 1 were 31,275 bus.; compared with 194,543 bus. during the corresponding months of 1902, as reported by O. P. Austin, chief of the bureau of statistics.

Glucose exports during the first 11 months of 1903 amounted to 136,808,275 pounds; compared with 98,768,970 pounds during the corresponding period of 1902, as reported by O. P. Austin, chief of the bureau of statistics.

Imports of beans and peas during the 11 months prior to Dec. 1 amounted to 910,153 bus.; compared with 714,688 bus. during the corresponding period of the preceding year, as reported by O. P. Austin, chief of the bureau of statistics.



## Cost of Building Elevators.

In reply to letters of inquiry as to the prospective cost of material and labor used in the construction of elevators we have received the following replies:

Barnett & Record Co., Minneapolis, Minn.: The cost of lumber is approximately 25 per cent higher than four years ago; wages is fully 50 per cent higher; belting about 15 per cent higher, and all other material about 10 per cent.

Reliance Mfg. Co., Indianapolis, Ind.: Our experience has been for the past year that the labor on a grain elevator has been 10 per cent higher than it was before, and the material has been about 5 per cent higher.

Honstain, Bird & Vo., Minneapolis, Minn.: So far as we can see there will be very little difference in cost of lumber and machinery from the past year, while prospects are that labor situation will be a little easier than it was last season.

T. F. Costello & Co., Minneapolis, Minn.: We expect some slight reduction in the price of lumber. Iron has been reduced a little in the raw, but we do not believe this will affect the finished product enough to warrant mention. Labor is very uncertain; we do not anticipate any material change from last year.

Steel Storage & Elevator Construction Co., Buffalo, N. Y.: Unquestionably the cost of steel plates and shapes such as we use in the construction of steel grain elevators will be less than last year; just how much less is yet to be determined. We employ largely iron workers and millwrights and undoubtedly last year's scale of wages will apply throughout the season of the current year. This will no doubt be the case in the cities.

The Seckner Company, Chicago, Ill.: The cost of material and labor in the construction of grain elevators for the year of 1904 will no doubt be as high as it was in 1903. The labor situation is a hard one to solve, as no one can say what will be the outcome. It is hoped that this may be settled and then we will know what to do; until then, we are at a loss what to do. Material of all kinds is high and we can look for no change, but believe that things must change.

J. F. Younglove, Mason City, Ia.: In wood buildings there will be little or no reduction. The lumber market is stiff and the cost of this is about the same, and I think it will be no cheaper. The fall in iron may lessen the cost of the machinery equipment, but I do not look for this. Manufacturers state that they have been selling on so close a margin before the fall they can not cut this any. The cost of steel construction may be reduced. Labor is a hard proposition. When labor can dictate the builder has no chance, but when we can dictate to labor it will make quite a difference in the cost, not only what is saved in money paid, but the men will try to hold their jobs and will nearly earn what is paid them. The falling off of building places more competition in the field, and labor will drop, but not until late in the season, if at all this year, as the cutting of labor prices is a slow process.

Henderson & Friedline, Lafayette, Ind.: It is our opinion that the cost of materials will be about the same this season as last and wages for labor about the same. All building materials at this season of the year have a tendency to sell a little lower than during the busy season and this winter is no exception, but from present indications we think that when the regular building season prices are ad-

justed this spring they will be found about the same as last year. Labor in the elevator building line we do not believe will be as difficult to secure as last year. Taken as a whole we believe the cost of construction of elevators this season will remain about the same as last, as we cannot see at present any indications that there will be sufficient changes in the labor or material markets either materially to reduce or enhance the cost of construction.

## The Truth About the St. Louis Corner.

The men who have gone into the game, knowing exactly how it is played, now plead the baby act, and say they won't pay the settlement price because even that price is affected by consideration of the manipulated prices. They will not take the worst of it, according to the rules they subscribe to when they go into dealing in futures. They won't pay when they lose. They squeal. But not one of them would fail to exact the last eighth of a cent in a deal if they were the men who guessed the market right and were calling for wheat or its equivalent in money. They claim they are cheated, when they went into the deal, knowing just how the game is played, and hoping to do to the others what is now being done to them.—The Mirror, St. Louis.

## Primitive Corn.

On rare occasions ears of corn have been found which have a few of the kernels, nearest the butt, clothed each in a separate husk. Men of science declare this is an attempt to revert to its primitive type. Two ears, one with a few and the other with all the kernels covered by a separate husk, are shown in the engraving herewith, for which we are indebted to the Farm Implement News.

Corn is supposed to have originated in Mexico. It belongs to the grain-grass family, and it is said that once it was a branching plant with seeds or rudimentary ears on each of its branches.

## Screenings

The Dominion government statistician claims that Canada contains 742,500,000 acres of wheat land.

Encouraged by the upward manipulation of the May wheat option the American Society of Equity has raised its mark to hold wheat for \$1.04 per bu.

Imports of breadstuffs into the Philippine Islands during the 7 months prior to Aug. 1 were: Wheat, 44 bus.; corn, 78 bus.; oats, 15,509 bus.; barley, 113 bus.; compared with 130 bus. of wheat, 133 bus. of corn, 4,102 bus. of oats and 19,540 bus. of barley for the corresponding months of last year, as reported by the War Department.

The Cooper and Quarles bills, amending the interstate commerce law, will be given a hearing Feb. 2 before the house and senate committee on foreign and interstate commerce. The Interstate Commerce Commission and Gov. La Follette of Wisconsin have asked H. A. Van Auker, of the Van Auker-Smith Coal Co., of Milwaukee, to present to the committee one of the most flagrant discriminations by railroads against the coal trade of Milwaukee, as an example of the injustice that can be rectified by enlarging the powers of the Commission.—I.

New York grain trade has queer ideas. They are still considering the making of grain in Buffalo deliverable on New York contracts, less freight at published rates and half cent equalization. What a snap for those with special rates! They also propose to make several inferior grades deliverable at a fixed discount, regardless of the quality of the crop. What exporter or miller would buy such contracts? It would drive them to trading entirely in spot grain. What incentive would there be for bulls or speculators to buy there? Would not the lack of demand make the price so low that it would fail to attract receipts? Move to Buffalo if you think best, but our advice would be to go west, get nearer the producers.—C. A. King & Co.



Primitive or Pod Corn.



# Grain Trade News

## CANADA.

Montreal, Que.—Geo. E. Drummond was elected pres. of the Board of Trade.

Oak Lake, Man.—Leitch Bros. are increasing the storage capacity of their eltr.

Winnipeg, Man.—H. A. Aylwin has been elected a member of the Grain Exchange.

Port Arthur, Ont.—The 500,000-bu. annex to King's Eltr. was put into operation Jan. 4.

The Canadian Pacific Ry. soon will let contracts for irrigation canals to water 300,000 acres.

Moose Jaw, Assa.—C. A. W. Stunt, grain dealer, died recently from blood poisoning, aged 41 years.

Collingwood, Ont.—The Board of Trade, it is said, has been asked to assist J. J. Daley, of Chicago, to erect a 1,150,000-bu. eltr.

Winnipeg, Man.—The meeting of the Grain & Produce Exchange, which was to have been held Jan. 13, was postponed until Feb. 1, when Secy. C. N. Bell will have returned.

Galt, Ont.—J. H. Fryer, a partner and mgr. of the well known hay and grain export house of Thos. Todd & Son, Ltd., has been elected alderman for 1904. Thos. Todd & Co. have a large export trade, especially in baled hay and sacked oats.

Winnipeg, Man.—Wm. D. McBean, of McBean Bros., was married Jan. 14 to Miss Ethel McBean, of Montreal. Miss McBean is a daughter of A. G. McBean, the well known grain merchant of Montreal and member of the committee on grain standards. Mr. and Mrs. McBean will visit Chicago before their return to Winnipeg.

Winnipeg, Man.—The Grain Exchange has appointed C. Tilt, F. Ellis, W. Bettingen, and S. P. Clark as a committee to confer with the Clearing House Assn. and ascertain what steps could be taken to arrange for the proper clearing of trades. If this results in the general use of the clearing system it will probably be followed by the re-establishment of the option market.

Winnipeg, Man.—W. J. Bettingen, pres. of the Imperial Eltr. Co., M. S. Boyd and C. H. Hammerton, two of the directors of the same company, are on a tour of inspection among the eltrs. of the company throught the west. Suitable locations will be selected for the erection of eltrs. during the coming season. The company is now doing business at 42 points in western Canada.

Port Arthur, Ont.—The annex to King's cleaning eltr. has been completed, and it is now rumored that the C. P. Ry. will further increase its storage capacity by the erection of 18 tanks, with a capacity of about 1,500,000 bus. The work on the eltr. of the C. N. Ry. is being rushed and the machinery being placed as fast as the building advances. The tile bins have been completed, as has also the cribbing. The C. N. Ry. intends adding 200 ft. to its steel dock and will repair the other docks.

Montreal, Que.—The following have been nominated by the Corn Exchange for the annual election: For pres., Geo. A. Thomson; treas., Jos. Quintal. Committee of management: A. E. Labelle, E. S. Jacques, Chas. R. Taylor, A. E. Cook, Norman Wright, L. A. Tilley, W. R. Oliver, M. A. Overend, R. A. S. Allan, Alf. Chaplin. For chairman board of review: Edgar Judge. Board of review: C. B. Esdaile, C. M. Kinghorn and J. B. McLea.

Montreal, Que.—John Bertram, chairman of the Dominion Transportation Commission, says: The chief work of the Transportation Commission will be to facilitate the traffic in Canada, along the easiest routes in the Dominion. The first problem that we will have to try and solve will likely be that of finding the shortest and cheapest route from Lake Superior to the markets of England. Then comes the problem of a port on Hudson's Bay that will be the natural port of a large part of the northwest.

## CHICAGO.

Memberships in the Board of Trade are selling for \$3,250.

Wild fluctuations in May wheat are driving scalpers crazy.

T. J. Brooks, formerly oats trader for a commission house, is dead.

The privilege traders believe they have evolved a legal method of insuring wheat speculators against loss over night.

J. R. Morgan & Co. have taken over part of the system of wires in Ia. formerly operated by the Weare Grain Co.

The Pere Marquette system, which recently entered Chicago, is getting a considerable share of the grain shipments.

Jos. H. Hahn, with Otto E. Lohrke & Co. for several years, started Jan. 18 in the brokerage business on his own account.

Thos. E. Sullivan, a member of the Board of Trade for some years and a well known trader in the wheat pit, died Jan. 15 from consumption.

C. A. Weare is said to be in the Kanakakee Asylum and Ely E. Weare is in the hospital having had part of his tongue removed on account of cancer.

The Hosford system of clearing trades is to be investigated by a committee of the Board of Trade, with a view to its adoption in place of the present system.

Mayhew Seymour, who has been an active cash grain broker on the Board of Trade for over 30 years, has transferred his membership to his son, Harry E. Seymour.

By a vote of 557 for to 91 against, the amendment to the rules of the Board of Trade establishing a morning delivery between 8:30 and 9:15 a. m. on Saturdays, was adopted.

The proposition to retire memberships in the Board of Trade by levying a special assessment of \$25 per year to buy certificates at \$3,000 each was carried by a vote of 383 to 286.

The amendment to the rules of the Board of Trade requiring payments of

differences on defaulted contracts to be made thru the clearing house was adopted by a vote of 558 to 93.

Gerstenberg & Co. bid \$100 and secured first choice of sample tables on the Board of Trade at the annual auction Jan. 21. The total premiums paid were \$6,369; or \$500 over last year.

James Tilbery, the coachman who sought to blackmail Mrs. Hollis M. Thurston, daughter of the late Charles T. Nash, has been indicted by the grand jury and will be vigorously prosecuted by the family.

Operations will be resumed Feb. 1 in the plant of the Corn Products Co. The plant has been improved since the fire and will be operated by electricity. It has a capacity of 30,000 bus. of corn daily.

The Wabash Eltr., operated by E. R. Bacon, is being equipped with a No. 6 Hess Pneumatic Grain Drier and Cooler. This machine will have a capacity of 12,000 bus. of grain daily.

Walter Fitch, the new vice pres. of the Board of Trade, is so popular with the Chicago Athletic Assn., of which he is a member, that he was nominated on both of the opposing tickets at the Assn.'s recent annual election.

The dry kiln in the malting house of Geo. Bullen & Co., of the Chicago Consolidated Malting & Milling Co., burned Jan. 17, and many thousand bus. of grain were damaged in the eltr. adjoining. Loss, \$75,000; covered by insurance.

Montague & Co. will retire from the flour trade Feb. 1 and will devote all their time to their grain business. O. E. Lansing, who has had charge of the flour business, will take over this trade and engage in business on his own account.

It is hoped that Sid McHie, who is said to have bot the land on which to establish a race track, will find the racing game so absorbing that he will abandon the bucket-shop business by which he has for so many years harassed the Board of Trade.

The claim of Canby & Co., against the estate of Wm. M. Jones, has been allowed by Judge Cutting. The claim was for \$1,300, which the administrator claimed was not legal, contending that the Board of Trade operations consisted of gambling.

An employe of the Calumet Eltr. Co. at So. Chicago was injured Jan. 19 while employed in the engine room. His coat got caught in a belt, but it tore before he reached the wheel over which the belt ran, letting him fall to the floor, breaking his arm and severely bruising him.

The amendment to the rules of the Board of Trade increasing the fees of the grain committee received fewer votes than any of the 3 other amendments balloted upon at the same time. The vote was 356 for to 300 against. The fees will be \$5 per car; \$10 per canal boat, and \$50 per vessel.

The report of the retiring pres., R. G. Chandler, shows the Board of Trade's affairs to be in a very satisfactory condition. The cash on hand is \$47,274; against \$19,411 a year ago. Receipts from market quotations were \$41,804, against \$39,608. Receipts from rentals, \$133,819; against \$129,253.

The directors of the Board of Trade have re-elected Geo. F. Stone secy. with an increase of salary from \$7,000 to \$8,500. This will be Mr. Stone's 20th year as secy. Walter C. Blowney was re-



appointed assistant secy., H. A. Foss, weighmaster, Samuel Powell manager of the clearing house, and H. S. Robbins, attorney.

Enoch Colby, who has been connected with the grain inspection department of the Board of Trade for 27 years, died Jan. 11. Mr. Colby went to Chicago in 1838, but did not make it his permanent home until 1855. He assisted in the construction of the canal between Chicago and Peru, the only means of transportation at that time.

Pres. Jackson, of the Board of Trade, has appointed Geo. W. Patten, W. S. Warren, and Jas. Crighton, a special committee to protect grain receivers and shippers against irregular work by the state grain inspection department. That Mr. Patten knows where to look for unjust inspection is shown by his statement that the committee proposes to rectify the inequalities of the in and the out inspection.

Vessel agents who are members of the Board of Trade have been holding conferences with a view to having the rule of the Board changed so that they can not be held responsible for failure of the vessel owners to carry out charter contracts. The recent decision of the arbitration committee assessing heavy damages against Prindiville & Son, vessel agents, has aroused them to their hazardous position under the rules.

At a meeting of members of the Board of Trade interested in the proposition to make the discount at which hard winter wheat is delivered on contract 2 cents instead of 5 cents, held Jan. 15, J. H. Milne, C. H. Canby, and Richard Gambrill argued in its favor, and the change was almost unanimously approved. At a meeting of the Board Jan. 22, the proposition was defeated by a vote of 230 to 29, on account of its wording being ambiguous. The rule will be rewritten and again posted for ballot.

The Board of Trade directors have adopted the following regarding switching charges: That it is the sense of the directory that in the case of grain sold f. o. b. to be switched from a western to an eastern line, and the car containing such grain is by request of the buyer placed on the team track of the western line and unloaded, a claim on the buyer by the seller for the payment of \$2 switching charge, which would have accrued had the car been switched to the eastern line, is not a proper claim.

Among the new committees appointed by the directors of the Board of Trade for the ensuing year are: Executive, Adams, Jones, White; room, Jones, Fitch, Crighton; warehouse, Wagner, Sickel, Bines; rules, Crighton, Taylor, Adams; grain committee, Sager, C. B. Pierce, B. A. Eckhart, James Templeton, W. N. Eckhardt; legal advice, Warren, Ware, Patten; weighing, Ware, Richardson, Crighton; violation of rules, Bines, White, Ware, Taylor, Bridge, Patten; claims, Bridge, Jones, Tietgen; other inspection, Crighton, Bridge, Adams; legislation, White, Richardson, Wagner, Ware.

On account of numerous complaints made by country customers that the Weare Grain Co. was slow in settling claims, the directors of the Board of Trade have announced that the company is not a member of the clearing house. P. B. Weare is not a stockholder of the company and it has no officers. Mr. Weare is winding up the business of the

Weare Grain Co. at the offices of the Weare Commission Co., at Morton Park, Ill. Mr. Weare expects to pay off all claims in due course. It is said the Chicago Railway Terminal Eltr. Co. owes him \$1,000,000, advanced to conduct its business, for which he holds its bonds and stock as security.

Wm. S. Jackson, the new pres. of the Board of Trade, in his inaugural address Jan. 10, said: The section of the statutes of the state of Illinois which makes trading in options for future delivery of any commodity a crime is, in my judgment, unwarranted in equity or good morals, unjust, unfair, and detrimental to the interests of this board and to those dependent upon it for a broad and even market. This law, born in prejudice, has been forcing to other markets not so hampered by statute a vast volume of business tributary and naturally belonging to our own. The next general assembly should be asked to relieve the trade of the burden of this enactment, and we should bend our every effort toward securing such legislation.

## COLORADO

Manitou, Col.—E. D. Bowers has started in the wholesale grain business.

## ILLINOIS.

Bonnie, Ill.—John A. Johnson will build an eltr.

Urbana, Ill.—C. A. Besore died Jan. 17 at his home, of apoplexy.—B.

Lena, Ill.—John Reeder has put in a large steel tank and oat eltr.

Catlin, Ill.—O. C. Benson will enlarge his eltr. at Catlin next spring.

Peru, Ill.—The Peru Eltr. Co. has installed a 50-h. p. electric motor.

Pleasanthill, Ill.—Elmore & Lemmon will install a 25-h. p. gasoline engine.

Arenzville, Ill.—McElroy & Treadway will install an improved Hall Distributer.

Stockton, Ill.—I am well pleased with the answers to by ad.—Wallace E. Mackey.

Symerton, Ill.—Walsh & Brassel have installed a 12-h. p. gasoline engine in their eltr.

Dakota, Ill.—W. E. Fyler has leased 1 of the farmers' eltrs. and took possession Jan. 12.

Mt. Auburn, Ill.—J. W. Turner, of Boody, has bot one-half interest in the eltr. of Fred Moberly.

Peoria, Ill.—A meeting of the Central Illinois Grain Dealers Assn. was held Jan. 19 at the Hotel Fey.

Mt. Auburn, Ill.—McClure & Co. will build an eltr. at Bakersville, a new station on the C. H. & D. Ry.

Ludlow, Ill.—The Farmers' Eltr. Co., recently incorporated, will build a 50,000-bu. eltr. on the I. C. Ry.

Holder, Ill.—D. J. Leary, agt. for J. E. Hawthorne, of Bloomington, was married recently to Miss Zabel, of Fletcher.

Deercreek, Ill.—J. A. Ellis has bot the eltr. of T. A. Grier & Co. and has sold his building to Mr. Naffziger, of Minier.

Mt. Vernon, Ill.—The mill and eltr. of the Mt. Vernon Milling Co. burned Jan. 12. Loss, about \$40,000; insurance, \$16,100.

Whiteheath, Ill.—Wm. Murray will rebuild the eltr. recently purchased from J. C. Flannigan and will use it principally for oats.

Esmond, Ill.—Holcomb Bros., of Sycamore, have bot the eltr. of N. E. Breaw, which has been recently operated by D. A. Syme.

Bloomington, Ill.—I think the Grain Dealers Journal is well worth the price at each office for the good of the men.—J. E. Hawthorne.

Wapella, Ill.—G. W. Miller has bot the interest of R. W. Thorpe in Thorpe, Scott & Co. Mr. Thorpe intends engaging in other business.

Woodland, Ill.—The eltr. of the Woodland Eltr. Co. was damaged Jan. 3 by fire, which is supposed to have been started by a hot journal in the cupola.

Bloomington, Ill.—The Hazenwinkle Grain Co. has removed its headquarters from Normal to Bloomington, where it has taken the office and wire of Ware & Leland.

Sterling, Ill.—Johnson & Harrison have succeeded Currier & Johnson. Chas. E. Johnson bot the interest of Mr. Currier and then sold a half interest to W. H. Harrison.

Decatur, Ill.—R. E. Pratt & Co. have sued John Martin for \$2,000 commission, claiming that they transferred a grain deal for him and that he failed to make good his losses.

Kinsman, Ill.—The Farmers Grain & Supply Co. incorporated, \$8,000 capital, to deal in grain and building materials. Incorporators, W. F. Boker, W. D. Lindsay and W. E. Conniss.

Parnell, Ill.—Brown Hawken, agt. for J. E. Hawthorne, of Bloomington, spent the holidays at his old home at Mt. Crawford, Va., and while there was married to Miss Slusser of that place.

Illiopolis, Ill.—The Illiopolis Farmers' Grain Co. incorporated, \$10,000 capital, to deal in grain and farm implements. Incorporators, J. H. Turner, A. H. Graham, and Thos. McDermott. An eltr. will be built.

Harmon, Ill.—The Farmers' Grain, Live Stock & Co-operative Co. incorporated, \$1,000 capital, to deal in grain, live stock, lumber, and coal. Incorporators, John Bivans, W. A. Bogan, and Wm. C. McElrea.

Illiopolis, Ill.—Wm. Close has bot an interest in the business recently bot by N. A. Mansfield from E. R. Ulrich & Sons, and the firm is now Mansfield & Close. Mr. Close was formerly mgr. for E. R. Ulrich & Sons.

Manhattan, Ill.—On account of the scarcity of cars, Baker, Jones & Co. are hauling grain by team from their eltr. at Manhattan to a warehouse at Brisbane, which they have just purchased, in order to ship over the E., J. & E. R. R.

Stewardson, Ill.—G. W. Voris has bot J. Cash's eltr. on the Clover Leaf and will operate it. This eltr. was built by R. E. Cecil last fall and sold to Geo. Moran. Mr. Voris will also continue to operate his eltr. on the Wabash.

A meeting of dealers in northern Illinois has been called by Geo. Byer, secy. of the Illinois Grain Dealers Assn., to be held Feb. 8 at Rockford, with a view to organizing the dealers in the northern part of the state as members of the state assn.

Lena, Ill., Jan. 16.—Business is poor. Oats only half a crop; quality poor, test averaging about 23 pounds. Lots of soft corn. Have not bot a bus. of new corn; feeders paying 40 and 45 cents. I have sold what old corn I had on hand at 50



cents, for ear, and 56 cents, for shelled.—John Reeder.

Carlinville, Ill.—H. I. Masters, of Masters & Fuller, of Fidelity, has bot the eltr. of C. R. Aden & Co. and also 2 warehouses at Fayette, which will be operated under the name of H. I. Masters & Co. They will install corn dumps and make other improvements at Fayette early in the fall.

Illinois corporations are now being called upon to cough up another dollar for the registering of the names and addresses of their officers with the politicians loafing in the rooms occupied by the so-called department of state. It is cough up or have your charter cancelled, and be quick about it.

Kewanee, Ill.—The following officers were elected at the annual meeting of the Kewanee Grain Eltr. Co.: Geo. A. Anthony, pres., re-elected; Elias Lyman, vice-pres.; F. E. Terry, secy. and treas. These officers, with F. F. Whiffen and M. C. Quinn, form the board of directors. The company owns the eltr. operated by M. C. Quinn.

Grain dealers at a number of Illinois stations have been compelled to quit buying corn, as their eltrs. are full and no cars can be had. The cars can not be moved to and from the eltrs. on account of a lack of motive power; and this is a condition which will rapidly grow worse with the coming of an extended period of severely cold weather.

Peoria, Ill.—The following officers were elected at the annual election of the Peoria Board of Trade, held Jan. 11: Geo. C. Clark, pres.; C. H. Feltman and R. W. Van Tassell, vice-pres.; Robert C. Grier, secy.; Walter Barker, treas. Directors: T. A. Grier, B. Warren, Jr., W. R. Buckley, A. G. Tyng, R. D. Clarke, Frank Hall, C. C. Miles, D. Mowat, Jas. Bannister, and Peter Casey. Committee of arbitration: Geo. A. Smith, J. Y. Mills, and M. B. Pratt, for 2 years. Committee of appeals: E. Roberts, J. Wachenheimer and J. M. Quinn, for 2 years.

Peoria, Ill.—Receipts at Peoria during December, as reported by R. C. Grier, secy. of the Peoria Board of Trade, were: Wheat, 119,200 bus.; corn, 2,638,000 bus.; oats, 862,400 bus.; rye, 25,000 bus.; barley, 305,100 bus.; mill feed, 1,957 tons, and hay, 2,210 tons; compared with 55,800 bus. of wheat, 3,218,000 bus. of corn, 700,500 bus. of oats, 30,900 bus. of rye, 278,600 bus. of barley, 2,805 tons of mill feed, 30,000 pounds of broom corn, and 1,880 tons of hay during December, 1902. Shipments for December were, 91,200 bus. of wheat, 777,000 bus. of corn, 639,400 bus. of oats, 4,000 bus. of rye, 189,200 bus. of barley, 8,549 tons of mill feed, and 510 tons of hay; compared with 38,800 bus. of wheat, 1,155,000 bus. of corn, 701,100 bus. of oats, 13,460 bus. of rye, 138,500 bus. of barley, 4,836 tons of mill feed, 15,000 pounds of broom corn and 110 tons of hay during December, 1902.

## INDIANA.

Argos, Ind.—Wm. M. Bryan has succeeded J. C. Gordon.

Kingsbury, Ind.—N. P. White & Co. have succeeded R. H. White.

Bicknell, Ind.—Chas. A. Phillippe has let the contract for his new eltr. to A. H. Richner.

Crete, Ind.—L. C. & O. C. Ankerman have succeeded the Tomlinson Grain & Lumber Co.

Kokomo, Ind.—Finch & Freeman have leased the Lake Erie eltr. formerly operated by Chas. Seward.

Kokomo, Ind.—C. M. Barlow intends increasing the capacity of the Pan Handle Eltr. and installing new machinery.

Cannelton, Ind.—Two steel storage tanks will be erected by the Cannelton Flouring Mills, recently incorporated.

New Albany, Ind.—Thorn & Shine have filed a written declaration of their intention to establish a warehouse and eltr., in order that they may issue warehouse receipts.

Terre Haute, Ind.—Bartlett, Kuhn & Co. will install a No. 8 Hess Drier with a capacity of 25,000 bus. per day. Work will be continued day and night until it is completed.

North Liberty, Ind.—Steele Bros., Melvin and Edwin Steele, have purchased the plant of U. G. Hagey & Co. for \$3,600. The plant consists of eltr. and flour and feed store.

Portland, Ind.—The grain eltr. of the Haynes Milling Co. burned Jan. 23 with 3,500 bus. of wheat and 2 cars of shelled corn. The fire is supposed to have started from electric wires. Loss, \$15,000; insurance, \$4,000.

Indianapolis, Ind., Jan. 20.—The board of directors of the Indiana Grain Dealers Assn. met here today to audit the books of the treasurer for the past year. B. A. Boyd, of Indianapolis, was elected treas. and C. B. Riley, of Rushville, secy. for the ensuing year.

South Bend, Ind.—The Churchill-White Grain Co. and the United Grain Co. have been sued for \$60,000 damages by Burlin W. Short, for injuries said to have been sustained in 1902 while employed in the eltr. operated by the Churchill-White Grain Co. at South Bend.

Terre Haute, Ind.—The New Commercial Distillery is in operation and is grinding 2,200 bus. of corn per day, which will be increased to 4,000 bus., the total capacity being 12,000 bus. The distillery is equipped for shelling corn. The Merchants' Distillery has installed a shelling plant.

## IOWA.

Iowa feeders are shipping in corn from Nebraska.

Lacey, Ia.—G. W. Tudor has succeeded L. M. Hibbs.—I.

Thompson, Ia.—Jas. Ellickson has succeeded Ellickson Bros.

Bagley, Ia.—The Atlas Grain Co. has succeeded O. P. Beale.

Walker, Ia.—Hoffman Bros. have succeeded Fred H. Hoffman.—I.

Marengo, Ia.—C. D. Norton is mgr. for the Marengo Eltr. & Produce Co.

Lawnhill, Ia.—Geo. Eldering, of Eldora, has bot out E. J. Wood & Son.—I.

Cleghorn, Ia.—Will McConnell is mgr. at Cleghorn for Weart & Lysaght.

Earlham, Ia.—Garmon & Moorland have succeeded J. P. French & Son.

Hamburg, Ia.—Huishizer & Co. will install an improved Hall Distributer.

Des Moines, Ia.—The Neola Eltr. Co. has succeeded the McFarlin Grain Co.

Tama, Ia.—O. P. Beale & Co. and the Neola Eltr. Co. have closed their eltrs.

Pleasantville, Ia.—G. J. Stewart & Co., of Chariton, will build an eltr. in the spring.

Farson, Ia.—The Neola Eltr. Co. is buying grain at Farson and Hoskins station.

Sioux City, Ia.—It is planned that the plant of the Great Western Cereal Co. will be opened soon.

Keokuk, Ia.—Hubinger Bros. will rebuild their starch factory and install \$200,000 worth of machinery.

Pekin, Ia.—Carter & Lewis have succeeded G. H. Carter, I. M. Lewis having bot a half interest in the business.

Boone, Ia.—The Farmers' Eltr. Co. will build a 15,000-bu. eltr. on the same plans as that of J. S. Crooks, at Kelley.

Elberon, Ia.—The office of the Nye-Schneider-Fowler Co. at Elberon Junction burned recently and the eltr. was damaged during the fire.

Harris, Ia., Jan. 22.—Our crops here were almost a failure and the grain business is very quiet and not much doing.—A. C. Winterfield.

Missouri Valley, Ia.—The loss on the grain in the eltr. of the Updike Grain Co. has been settled at 97 per cent on the \$102,500 insurance.

Kelley, Ia.—The new 14,000-bu. eltr. for John S. Crooks has been completed. With adjoining cribs it has a capacity of 20,000 bus. J. M. Johnson is agt.

Des Moines, Ia.—Local creditors of the Weare Grain Co. have received notice from P. B. Weare that he would assume all the liabilities of the company.

Sinclair, Ia.—F. D. Froning, of Grundy Center, and H. Van Deest, of New Hartford, are in partnership here, L. E. Miller having charge of the business.—I.

Tipton, Ia.—F. H. Connor has bot suit against the Weare Grain Co. for \$1,035, the amount of the balance he had to his credit when it suspended business.

Dumfries, Ia.—The new eltr. for Nipp & Kruse is built upon a bluff by the side of the railroad, and the grain is dumped in at the top and slides down from the bins into the cars without the use of machinery.

Malvern, Ia.—G. W. Wyant had his clothing caught in a gear wheel while going into the grain pit in his eltr. and it was only by a superhuman effort that he saved himself from being caught in the machinery.

Danbury, Ia.—Skewis & Oates have bot the eltr. of W. F. Siebold instead of the Iowa & Minnesota Lumber Co., as reported recently in this column, and have succeeded him. The lumber company bot his lumber interests only.

Sioux City, Ia.—The railroads have backed down from their boycott against the Mystic Milling Co. after the company brought suit against the roads for \$120,000 damages. The roads now have agreed to furnish cars as needed.

Garden City, Ia.—I have been a constant reader of the Grain Dealers Journal for 4 years, and herewith send the necessary funds for another year, as I do not want to try to get along without it.—Peter Eide, agt. Diamond Grain Co.

Bronson, Ia.—The Bronson Lumber & Steel Co., recently incorporated, intends building an eltr. The firm is composed of a number of farmers and the officers are: John T. Law, pres.; John A. Anderson, vice-pres.; H. H. Onstot, secy., and John Elliott, treas.

Wiota, Ia., Jan. 16.—Shipping in some corn here, but about enough held by farmers to supply the feeders; 40 cents is the going price. Had to go into the coal



business to help out a little, and even then the weather goes back on us; stays so nice that folks won't buy that.—Christie & Sherret.

Spencer, Ia.—De Wolf & Wells, who recently bot the line of 6 eltrs. of P. M. Ingold, have established their general office at Spencer, which gives them better facilities for communications with their eltrs. on the M. & St. L. and the C. M. & S. P. Rys. The members of the firm will remove to Spencer.

Blairstown, Ia.—The Kinsella Grain Co., which removed its office to this place from Omaha, is practically owned and managed by W. E. Kinsella, who has an eltr. of 30,000-bu. capacity, equipped with an 8-h. p. gasoline engine, cleaning machinery, dump scales, etc. A coal and lumber business is operated in connection.—I.

Ames, Ia.—At the corn exhibit contest at the Iowa State College the exhibit of Asa Turner won the grand champion sweepstakes, the trophy for the state. This handsome trophy was presented by W. C. Whiting, chairman of the Iowa committee of the Louisiana Purchase exposition and good representation of it was shown in a recent issue of the Grain Dealers Journal.

Council Bluffs, Ia.—The Nebraska Eltr. Co., of Lincoln, Neb., has made arrangements with the C. R. I. & P. Ry. for the erection of a large cleaning and storage eltr. on the right-of-way, the railroad to furnish the site and the eltr. company to build the eltr. The eltr. will be built on the steel tank plan. The Nebraska Eltr. Co. has 26 eltrs. on the line of the Rock Island and the Union Pacific, which will be used as a source of supply for this new eltr.

## KANSAS.

Chase, Kan.—The Farmers' Eltr. Co. is repairing its eltr.

Hill City, Kan.—The eltr. for J. F. Rows has been nearly completed.

Aulne, Kan.—Henry and Chas. Winkley have bot the eltr. of J. H. Danskin and have succeeded him.

Parsons, Kan.—The National Eltr., which has not been in use for several years, burned Jan. 18. Loss, \$1,800.

Kansas City, Kan.—Chas. A. Ebert, a former well known grain dealer, died Jan. 16, of Bright's disease, aged 68 years.

Wichita, Kan.—A feed mill is being put up for Winfield & Hodgson by P. H. Pelkey, who is doing the work and will furnish the machinery.

Otis, Kan.—Louis Schreiber has brot suit against the Missouri Pacific Ry. for not delivering cars to him, when it delivers them to the farmers.

Topeka, Kan.—Dwight W. McEwen, pres. of the McEwen Grain Co., was married Jan. 10 to Miss Orvis, who has been his stenographer for 9 years.

Hutchinson, Kan.—Robert Bailey has bot the eltr. of the Hutchinson Grain & Feed Co. and will succeed it Feb. 1. S. G. Bailey will assist in control of the business.

Osborne, Kan.—W. F. Vawter has bot for \$2,500 the eltr. and grain business of the late John A. Boring. The business is conducted under the name of W. F. Vawter & Co.

Concordia, Kan.—The old eltr. belonging to the Wakefield Mill & Eltr. Co., and which it has abandoned, is being destroyed by a gang of boys, who use it for a rendezvous.

Farmington, Kan.—The eltr. which Hendrickson & Sharpless purchased at Summerfield and removed to Farmington has been rebuilt and now has a capacity of 10,000 bus.

Topeka, Kan.—E. J. Smiley, secy. of the Kansas Grain Dealers Assn., issued a circular Jan. 18 regarding weights at St. Louis, condition of corn, national inspection, and the New Orleans excursion.

Edna, Kan.—F. Wildgrube contemplates removing his flour mill to the Missouri Pacific tracks near his 10,000-bu. eltr. and will put in new machinery. He will install a 65-h. p. gasoline engine.

Caldwell, Kan.—The office of the Caldwell Mill & Eltr. Co. was raided Jan. 6 by burglars, who blew open the safe with dynamite and secured \$80. The mill was in operation and the explosion was not heard.

Wakefield, Kan.—A. W. Schenberger is remodeling his eltr. and will install an improved Hall Distributer and a rope drive. P. H. Pelkey has the contract for doing the work and furnishing the machinery.

Munden, Kan.—The Nebraska Eltr. Co., of Lincoln, Neb., has succeeded the Munden Grain Co. and J. W. Kelly, now doing business in the name of the Munden Grain Co., has no facilities whatever for handling grain.

Iuka, Kan.—The Seward Grain Co., of Seward, has withdrawn its buyer from Iuka because it cannot pay the price for grain that is being paid by the buyer for the Farmers' Eltr. Co., which has recently begun operations here.

Waldo, Kan.—The Farmers' Co-Operative Shipping Assn., of Kansas City, Mo., has let the contract to P. H. Pelkey for the erection of a 10,000-bu. eltr. It will be equipped with a Lewis Gasoline Engine and Howe Dump Scales.

Atchison, Kan.—The grain dealers of northeastern Kansas met here recently, and one of the principal matters of discussion was corn. It was the consensus of opinion that owing to the unfavorable weather while it was maturing last fall it was not in the best of condition. The proposed government inspection of grain was also discussed.

Edna, Kan., Jan. 19.—Wheat in farmers' hands is 1-3 of crop. Oats and corn in warehouse and farmers' hands  $\frac{3}{4}$  of crops, with  $\frac{1}{4}$  of corn sold. Wheat in field is 20 per cent larger acreage. Plowing for spring nearly all done and farming culture well advanced. Last year where there was no plowing done for spring, now  $\frac{3}{4}$  is plowed. Look out for cheap labor next and low wages.—F. Wildgrube.

Ellinwood, Kan.—The Ellinwood Grain & Supply Co. held its third annual meeting Jan. 12 and Secy. Warwick in his address reviewed the work of the company since its start. He was unanimously tendered a vote of thanks for his able address and for the splendid manner in which he has handled the business of the company. A proposition was made to the farmers after this meeting to start a co-operative store, but no action was taken. The old officers of the company were re-elected: Chris. Bock, pres.; Martin Musil, vice-pres.; G. F. Koch, treas.; D. S. Warwick, secy, and mgr.

## KANSAS LETTER.

Cullison, Kan.—G. L. Bunsold is no longer in the grain business.

Haviland, Kan.—G. Williamson has retired from the grain business.

Home City, Kan.—W. F. Berry & Sons have succeeded J. B. Wuester.

The car situation thruout Kansas is very much improved and cars on all lines are much more plentiful.

Wakefield, Kan.—A. W. Schinberger has bot the eltr. of J. A. Wood, who is retiring from the grain business.

Kiowa, Kan.—O'Neil, Kaufman & Pettis have succeeded T. V. Brown, whose eltr. is on the Missouri Pacific Ry.

At present there is a great demand for corn from northern Kansas for points in southern Kansas, Oklahoma and Texas.

Vesper, Kan.—S. B. Brumbaugh has returned to Vesper and taken possession of his eltr., and will again engage in the grain business.

Everest, Kan.—G. A. Jones was seriously injured in the recent Rock Island wreck near Topeka and is still at the Stormont Hospital in that city.

Junction City, Kan.—A meeting of the Northern Kansas Millers' Club was held recently at Junction City and F. L. Williamson, of Clay Center, was elected pres.

Perth, Kan.—The suit of I. R. Crisler against the Farmers' Eltr. Co. was called for hearing at Wellington Jan. 13, but owing to a scarcity of jurors was continued until May. Mr. Crisler is suing for possession of his eltr.

New members who have joined the Kansas Grain Dealers' Assn. are Thorstenberg Gr. Co., Lindsborg; J. Linden, Lyndon; Kramer & Gellhaus, Kelly; W. F. Berry & Sons, Home City; L. A. Dutton, Burlingame; Fisher & Clift, Centralia; O'Neil, Kaufman & Pettit, Kiowa; John H. Gentry, Minneapolis; Gifford Bros., Jamestown, and S. B. Brumbaugh, Vesper, Kan.

It is the consensus of opinion that fully 75 per cent of both corn and wheat has passed out of first hands and that the movement from first hands, from now until another crop is assured, will be slow. In the northeastern part of Kansas, east of the Blue river and north of the U. P. Ry., farmers are inclined to hold hoping that the condition of corn will be better next spring.

Atchison, Kan.—A meeting of the grain dealers of northeast Kansas was held Jan. 18 at Atchison. The following resolutions were passed: Resolved, that the members of the Kansas Grain Dealers' Assn. of Northeastern Kansas declare their belief that supervision of the inspection of grain by the National Government at terminal markets would be detrimental to the grain trade, inasmuch as the same would result in political control and we, therefore, are opposed to what is known as the McCumber bill and respectfully ask the members of Congress from this district and our United States senators to oppose the passage of this bill. It was also resolved that the members of the Kansas Grain Dealers' Assn. of Northeastern Kansas approve the resolutions passed by the Grain Dealers' National Assn. at Minneapolis, Oct. 8, 1903. It was the consensus of opinion among the grain dealers in attendance at this meeting that a very small portion of the corn produced in the northeastern part of the state would grade better than No. 4, with favorable weather from this time on. Those present at the Atchison meeting were as follows: S. B. Samuelson, of Hiawatha; E. Chase, Padonia; Jas. Purcell, Purcell; S. R. Washer and W. S. Washer, Atchison; F. G. Crowell, of the Hall-Baker Gr. Co., Kansas City; Geo.



G. Baker, Everest; E. Harrington, Baker; J. J. Comer, Willis; Jno. W. Cain, Lancaster; J. E. Duncan, Shannon; G. W. Hendrickson, Effingham; J. H. Cavanaugh, Effingham; L. Cortelyou, Muscotah; Wm. Hedge, Whiting; S. J. Thompson, Holton; J. T. Bristow, Wetmore; Wm. Reckewey, Wetmore; Jno. McManis, Goff; M. G. Heald, Centralia; Mr. Clift, Centralia; Fisher & Son, of Frankfort; Mr. Hinds and Mr. F. P. Lint, Atchison; Blair Mill Co., Atchison; Lukens Bros., Atchison; Wm. Murphy, of Murphy Gr. Co., Kansas City; Mr. McClellan, of the Eaton-McClellan Gr. Co., St. Louis; Mr. Crawford, Atchison; Hauck Bros., Valley Falls; B. C. Ragan, Valley Falls; E. J. Smiley, sec. of the Kansas Grain Dealers Assn.; A. J. Denton, Leavenworth; W. L. Taylor, Topeka; E. J. Small, Atchison.—A. D.

### KENTUCKY

Paris, Ky.—The Paris Milling Co. will build a 75,000-bu. eltr.

Frankfort, Ky.—The J. E. Miles Milling Co. will rebuild its eltr.

Mt. Sterling, Ky.—I. F. Tabb will soon rebuild his eltr. which was burned some time ago.

Burgin, Ky.—The mill and eltr. of the Lear Flouring Mill & Eltr. Co. burned recently. Loss, \$15,000. Insurance, \$4,500 on wheat in eltr. and \$6,000 on mill.

### MARYLAND

Baltimore, Md.—The Rinehart, Childs & Briggs Co. incorporated, \$1,000 capital, to deal in grain and flour.

Baltimore, Md.—Douglas M. Wylie, F. A. Meyer, Eugene A. Slack, L. J. Lederer and Jas. A. Loane have been nominated on the regular ticket for directors of the Chamber of Commerce, to be voted for at the annual election to be held Jan. 25.

Baltimore, Md.—The Chamber of Commerce has adopted resolutions that the passage of any measure by Congress seeking to control or change the present method of grain inspection now conducted by the commercial organizations can only result in injury to the grain trade of the country.

Baltimore, Md.—At Baltimore the percentage of steamer is only 16 and the price of this off grade is only 1 cent less than the contract price. It follows that a dealer can trade with much more assurance at Baltimore, because, if his corn should fail to pass contract, he knows it will only involve a loss of 1 cent, whereas this discount may be anywhere from 10 to 15 cents short of his expectations by shipping to the interior market. Claim is made that remembering the experience of last year, particular care is exercised in the selection of shipments to the seaboard, while the inferior corn is sent to the interior market and chances taken as to how much it will be cut. This may be true to a degree, but while no corn is good enough to inspect in at Chicago as No. 2, cars containing this grade are being loaded out in numbers every day.—Daily Produce Report.

### MICHIGAN.

Reading, Mich.—Frank Mead & Co. contemplate erecting an eltr.

Decatur, Mich.—We find the Grain Dealers Journal helpful and wish it the success it deserves.—A. E. Lawrence & Co.

Pewamo, Mich.—I like the Grain Dealers Journal very much and would not be without it if I were in the grain business.—J. P. Hauck.

Kalamazoo, Mich.—Zinn & Little will remove a portion of the eltr. reducing the capacity from 30,000 bus. down to 25,000 bus., to make more room for the new mill.

Grand Rapids, Mich.—F. B. Nims & Co., formerly in the grain business at Lake Odessa, will erect eltrs. and a bean picking plant at Grand Rapids, and will handle beans by wholesale.

Detroit, Mich.—Dumont, Robert & Co. are involved in a suit with Lauhoff Bros., over three orders aggregating 15 car loads. Wm. H. McCloud, who was with Dumont, Roberts & Co., as selling agent at the time the deal was made, has disappeared.

Lake Odessa, Mich.—Smith Bros., of Woodbury, have bot the eltrs. of F. B. Nims & Co. at Lake Odessa and Sunfield and have succeeded them. An eltr. is being erected by capitalists of Lake Odessa, which will be operated by Robert Ainsworth.

Grand Rapids, Mich.—The Haddon-Rodee Co., of Milwaukee, Wis., has opened a grain commission office with O. M. Olsen as mgr. The office was to have been opened the first of the month, but Mrs. Olsen was a victim of the Iroquois theater fire, and the plans were changed.

The Michigan Bean Jobbers Assn. will hold its midwinter meeting at Detroit Jan. 27. After an address by Pres. G. F. Allmendinger, the following subjects will be discussed: Buying and Testing Beans of Crop of 1903; Seed Beans and Contracts; Transportation Matters; Beans on the Detroit Board of Trade, and Disposition of Culls for Feeding or Commercial Purposes.

Lansing, Mich., Jan. 11.—No freezing and thawing during December and correspondents universally agree that no damage was done to wheat. The ground was fairly well covered with snow during the month and thus protected the crop in most counties. The total number of bus. of wheat reported marketed in the 5 months from Aug. 1 to Dec. 31 is 2,462,802, or 297,004 bus. more than reported for the same months in 1902.—Fred M. Warner, secy. of state.

### MINNEAPOLIS

Memberships in the Chamber of Commerce are selling for \$1.925.

Trading in oats futures on the Minneapolis Chamber of Commerce was begun Jan. 18.

Richard P. Woodworth, secy. of the Woodworth Eltr. Co., was married Jan. 13 to Miss Edith Ives, of Minneapolis.

The Chamber of Commerce has appointed A. W. Gilbert official sampler for grain shipped out of Minneapolis, and his fee will be 25 cents per car.

The Market for future oats is assuming quite large proportions and seems to have been the thing that was wanted to make Minneapolis a good live oat market.—G.

C. S. Christensen, of McHugh, Christensen & Co., who has been on the sick list, having been operated upon for appendicitis, was on 'Change last week for the first time in 3 months.—G.

Applications for membership in the Chamber of Commerce have been made by E. Leet, of Fairbury, Neb.; A. P. Nel-

son, Grove City, Minn.; W. S. Finton, Menomonie, Wis.; Henry Rippe, Fairmont, Minn.

One of the largest cars of flaxseed ever shipped to Minneapolis was received by the Way-Johnson-Lee Co. on Jan. 12. This car contained 105,600 pounds, or 1,885.40 bus., and was shipped by C. E. Stenckfield, mgr. of the Farmers Eltr. Co., at Waubay, S. D.

At the recent convention of the Minnesota State Agricultural Society, J. L. McCaull spoke on "The Grain Trade and Improved Seed", insisting that the improvement of seed is of paramount importance for America, and that too much money cannot be spent in scientific experiments.

The Dent-Morgan Co. has been organized and will engage in the grain commission and stock brokerage business. The firm is composed of A. R. T. Dent and A. C. Morgan. Mr. Dent has had 10 years' experience in the grain business in Northern Iowa. The firm holds membership in the Chamber of Commerce and has a private wire connection.

Jos. H. Martin, a director of the Chamber of Commerce and a former pres., died Jan. 13, of cancer of the stomach, after an illness of nearly 6 months. Mr. Martin went to Minneapolis 21 years ago and had been engaged in the grain business ever since. The directors of the Chamber of Commerce passed suitable resolutions in his memory and the Exchange tendered its sympathy to the family of Mr. Martin.

The directors of the Chamber of Commerce have recently adopted the following resolution: It is a violation of section 7 of rule 4 of the association for any member, firm, or corporation to offer to buy at a price higher than the current selling price or to sell below the current bid price, any article dealt in on the floor of the Chamber of Commerce, in that such conduct would be contrary to the spirit which should govern all commercial transactions, and complaint will be subject to discipline as provided for in said section 7.

### MINNESOTA.

St Charles, Minn.—L. Schnell has installed an improved Hall Distributer in his eltr.

Ormsby, Minn.—P. C. Bayers represents H. J. Ries, of Armstrong, Ia., at Ormsby.—I.

Chandler, Minn.—C. L. Todd, who has been engaged in the grain business at Slayton, has removed his office to Chandler.—I.

Detroit City, Minn.—An explosion of gasoline occurred in the eltr. of Andrews & Gage recently and John Weeks had his face burned.

Seaforth, Minn.—The business men and farmers are organizing a company to buy the eltr. of the Western Eltr. Co. and operate it as a co-operative house.

Duluth, Minn.—No action has been taken by the Duluth Board of Trade looking toward the expulsion of Edwards, Wood & Co., who recently were convicted of defrauding a country shipper.

Owatonna, Minn.—The Farmers Eltr. & Mercantile Co. held its annual meeting recently. The 100 farmers attending were disappointed to learn that the last year's business had been done at a loss of \$1,000.

Evansville, Minn.—The eltr. of the Interstate Grain Co. was burned with



5,000 bus. of wheat, and the eltr. of the Minneapolis & Northern Eltr. Co. was damaged by fire Jan. 13. Both eltrs. were set on fire, waste saturated with kerosene having been found strewn around each building. The incendiary was lodged in jail.

Duluth, Minn.—At the annual election of the Board of Trade E. N. Bradley was elected pres. and John Miller vice-pres. The directors and members of committees were re-elected, except that Chas. Haley was elected on the inspection committee. At the election of the Board of Trade clearing house all the old officers and directors were re-elected.

Duluth, Minn.—The fact that the grain dealers on the Duluth Board of Trade have in times past made a practice of buying in grain consignments when no other purchaser is available is common knowledge to a certain extent. While in violation of certain provisions of law, the practice as I have been made personally aware, has been anything but detrimental to the growth of the grain trade at the head of the lakes.—Commissioner Chas. F. Staples.

St. Paul, Minn.—An employe of the Loftus-Hubbard Co. was severely injured some time ago while at work in the eltr. His hand was caught between the revolving rollers and before he could make any attempt to get it out it was drawn in as far as the elbow, when the machinery was stopped by a fellow employe who had seen the accident. He refused to permit the surgeons to amputate the arm. He expects to have the use of this hand in a short time and will soon return to work.

St. Paul, Minn.—A conference was held in the offices of the Minnesota Railroad & Warehouse Commissioners, Jan. 18, between the commissioners, C. C. Wyman, A. Poehler, and W. A. Freemire, of the Minneapolis Chamber of Commerce, and John Miller, J. N. McKindley and J. F. McCarthy, of the Duluth Chamber of Commerce, with regard to the making of returns to shippers for grain received on consignment, the law regarding which recently was violated by Edwards, Wood & Co. One of the Minneapolis grain men who requested the conference said: A grain commission firm that does a legitimate business will not buy in grain from its customers. The practice is not a common custom, nor is it a legitimate one. For an agent of shipper to become the purchaser of grain consigned to him for sale on commission will invariably lead to all kinds of crooked work. The shipper could be fleeced without mercy by dishonest consignees.

Duluth, Minn.—Guilty, was the verdict of the jury in the first case brot against Edwards, Wood & Co., grain commission merchants, on the charge of defrauding shippers who have been consigning grain to them. The second case to be tried will be that of C. S. Moore, of Hope, N. D., who is said to have been defrauded of \$15 on one car, and has reported 31 other cases of shortage. Edwards, Wood & Co. claim that in buying for their own account grain that had been consigned to them and reselling at a higher price they were only following the common practice of other firms on the Duluth Board of Trade. Their attorney offered to prove the practice by calling on the stand A. D. Barnes, McKindley & Nichols, and Stephen S. Jones, well known grain men of Duluth. The court refused to consider the general practice of the Duluth Board of Trade, alleged, as a legitimate reason

for the alleged fraud. On account of the prominence of Edwards, Wood & Co., as one of the largest private wire firms holding membership in the Minneapolis Chamber of Commerce, the opportunity to discredit the Chamber of Commerce by showing up the frauds practiced by a member, was seized upon by the leading bucket-shop of the northwest, the Coe Commission Co. Mr. Freeman, the Coe Commission Co.'s hired man, was the first to call Mr. Carlson's attention to the fraud that had been perpetrated upon him. Mr. Staples, of the Minnesota Railroad & Warehouse Commission, stated that the first complaint that an offense had been committed was made by Judge Emory, who is attorney for the Coe Commission Co.

## MISSOURI.

Kansas City, Mo.—J. A. Petty, of Crowley, La., is building a rice mill.

St. Louis, Mo.—Memberships in the Merchants' Exchange are selling for \$310.

Mt. Vernon, Mo.—Jacob N. Hoshaw intends adding a flour outfit to his feed and meal mill.

Kansas City, Mo.—Grier & Co. have bot the line of eltrs. owned by Chas. Counselman & Co.—A. D.

Stotts City, Mo.—W. J. Garrett, proprietor of the Aurora Mill, intends building an eltr. at Stotts City.

St. Louis, Mo.—The federal grand jury last week began its investigation of the get-rich-quick concerns.

Kansas City, Mo.—R. L. Harvey has succeeded the late Philip E. Burrough, for whom he was chief clerk for the last 3 years.

St. Louis, Mo.—The Merchants Exchange has fixed upon \$250 as the redemption price of certificates of deceased members.—E. S.

Kansas City, Mo.—P. H. Montgomery, of the Metropolitan Grain Co. and a member of the Board of Trade, died at his home recently.

Kansas City, Mo.—John F. Parker, of the Parker Grain Co., was married recently to Miss Grace Shellenberger. They will make their home in Kansas City.

Kansas City, Mo.—C. W. Hoyt, for a number of years engaged in the commission business at Topeka, Kan., has removed his office to Kansas City.—A. D.

Kansas City, Mo.—J. O. Bradenbaugh is now associated with the Kemper Eltr. Co., having discontinued his grain and feed business which he conducted as the Bradenbaugh Co.

St. Louis, Mo.—The Adler Stock & Grain Co. incorporated, \$50,000 capital, to do a general commission business. Incorporators, Sam Herman, Julius Joel and Ben Adler.

East Prairie, Mo.—E. D. Russell's eltr. with 2 cars of corn on track and 10,000 bus. in the building, burned on the morning of Jan. 14. Partially insured. Mr. Russell will rebuild.

Kansas City, Mo.—W. T. Kemper, of the Kemper Eltr. Co. and a prominent member and ex-pres. of the Board of Trade, has been announced as a candidate for mayor of Kansas City.

Bower Mills, Mo.—A company of farmers are building an eltr. Cowgill & Hill, of Carthage, will build an eltr. at La Russell, a rival town to Bower Mills, situated about a mile distant.

St. Louis, Mo.—The furniture and fixtures for the postal station at the Merchants' Exchange are being put into place and soon the substation for the grain and commission merchants will be ready.—E. S.

Kansas City, Mo.—E. O. Moffatt's injunction suit against the directors of the Board of Trade, to restrain them from expelling or suspending him for refusing to pay for grain lost in the flood, was heard Jan. 12 and taken under advisement by the court.

Kansas City, Mo.—Out of the 47,062 cars unloaded during 1903 the supervising weights committee reports that 10,115 were in bad order. Nearly half came in with seals broken; 1,963 had end door leaks, and 4,967 were defective at the draw bar or in the siding. The number of bad order cars the preceding year was 7,697.

St. Louis, Mo.—The Merchants' Exchange now has 2 of the electric eltrs. in operation and they are giving good satisfaction. The other will soon be completed. The space occupied by the old lifts, which have been abandoned, will eventually be converted into offices.—E. S.

St. Louis, Mo.—The following committees have been elected for the ensuing year: Weighing: John E. Geraghty, chairman, O. A. Orvis, W. B. Harrison, M. J. Mullally, F. H. Geisselman, Edw. Devoy, J. S. McClellan and M. W. Cochran. Grain: T. R. Ballard, chairman, F. E. Kauffman, T. B. Morton, E. L. Waggoner, D. P. Byrne, Roger P. Annan, F. P. Brockmann, Geo. L. Graham and Geo. F. Langenberg.

St. Louis, Mo.—The C., P. & St. L. R. R. has given notice that on account of shortage of cars it will not accept shipments of grain beyond the switching limits of St. Louis, except subject to transfer. The Illinois Central is accepting grain for Nashville, Tenn., or for points in the southeast, whether billed to its care at East St. Louis for reconsignment or consigned direct to final destination, only when loaded in cars that will run through without transfer.

Kansas City, Mo.—N. A. Duff, of the Duff Grain Co., of Nebraska City, Neb., and N. B. Udpick, of the Udpick Grain Co., of Omaha, Neb., have formed connections in Kansas City with M. S. Gear and F. A. Farmer and will form a company to be known as the Gear Grain Co. The Duff Grain Co. and the Udpick Grain Co. do a large business in Nebraska, the former having about 35 houses and the latter about 30, and they feel they will profit greatly by having connections with a market where much of their grain goes.—E. C.

St. Louis, Mo.—One difference resulting from the December wheat deal has been arbitrated by a special committee of the Merchants Exchange, consisting of H. F. Langenberg, J. T. Messmore and B. H. Lang. Connor Bros. had 5,000 bus bot and sold but failed to deliver. The settling price named by this committee was 92 cents per bu. Mr. Lang dissented from the decision of the two other members of the committee. Injunctions restraining the directors of the Exchange from expelling them have been obtained by four firms, who are involved in the deal.

Kansas City, Mo.—At the annual election of the Board of Trade, held Jan. 5, the following officers were chosen for the ensuing year: J. E. Seaver, pres.; J. O.

Bradenbaugh, second vice-pres., W. C. Goffe having succeeded to the office of first vice-pres.; E. D. Bigelow, secy. Directors: J. F. Parker, H. J. Dffenbaugh, R. T. Morrison, F. P. Logan, F. E. Essex and C. A. Dayton. Committee on arbitration: W. H. Slater, A. D. Wright, R. P. Hamm, P. F. Lucas and John Selton. The report of E. D. Bigelow, secy., shows the receipts for 1903 to have been \$19,129 and expenses \$17,390.

Kansas City, Mo.—The Board of Trade Clearing House Co. elected the following officers Jan. 4: M. S. Grier, pres.; J. A. Brubaker and H. Vanderslice, vice-pres.; Geo. Carkener, secy. and treas.; A. D. Wright, mgr. The directors are the above officers, except the mgr., and T. E. Pratt. The annual statement shows the net profits for 1903 to have been \$4,752, or nearly 50 per cent of the capital. Dividends paid to stockholders amounted to \$4,000 and the company has undivided profits, from former years, of \$41,112. Shares are quoted in the market at \$300, whose par value is \$50 and which represent a book value of \$255.

### NEBRASKA.

Petersburg, Neb.—Gus. Wiegand is new in the grain business at Petersburg.

Byron, Neb.—Ed. Reeves has bot a half interest in the eltr. of W. D. Fisher.

Logan, Neb.—The Holstein Grain, Stock & Supply Co. will build an eltr.—I.

Richfield, Neb.—O. H. Eggleston, of the Nebraska Grain Co., has bot the eltr. of O. A. Reis.

Belvidere, Neb.—With hot corn in their eltrs. and cars hard to get the two grain dealers are in trouble.

Omaha, Neb.—W. F. Heyl has been appointed chief inspector and weighmaster of the Grain Exchange.

Milford, Neb.—A. H. Schultz, formerly with the Omaha Eltr. Co. at Rising Sun, has charge of the eltr. for the Spelts Grain Co.

St. Edward, Neb.—The Westbrook-Gibbons Grain Co., of Omaha, will install an improved Hall Distributor in its eltr. at St. Edward.

Carroll, Neb.—Shannon Bros have recently commenced track buying. The eltrs. resenting this have raised the price several cents per bu.

Funk, Neb.—A small fire occurred recently at the warehouse of Titus Bros. while the roof was being tarred. Very little damage was done.

Cambridge, Neb.—The addition to the eltr. of Rankin Bros. has been completed and is equipped with a 500-bu. hopper scale and a Hall Distributor.

Ord, Neb.—The Ord Milling & Grain Co. will install a rye plant with a capacity of 25 barrels a day and will fit the mill up also for handling grain for shipment.

Fairbury, Neb.—E. Leet, an extensive grain dealer with eltrs. at stations along the Grand Island road, has gone to Minneapolis, where he has taken charge of a branch of the W. A. Fraser Co., of Chicago.

David City, Neb.—L. Spelts, who has operated a line of eltrs. in Nebraska for 25 years, has incorporated as the Spelts Grain Co. The main office will remain at David City. H. O. Schaaf, who has been connected with the business at Milford and Ruby, is secy. and treas. of the new company.

Upland, Neb.—The supreme court has dismissed, on motion of the plaintiff, the suit of the Farmers' Co-operative Shipping Assn. against the Burlington road, to compel the railroad to build a spur to the company's eltr., the road having agreed to build a spur. The suit of the company, to compel the railroad to grant an eltr. site at Halbur, has also been dismissed, the railroad denying the right of the state to compel it to furnish eltr. sites.

Omaha, Neb.—The Omaha Grain Exchange has appointed the following committees: Grain—A. B. Jaquith, F. S. Cowgill, E. C. Twamley, George R. Lyons, Nathan Merriam. Elevator Register—Nathan Merriam, C. F. McGrew, C. W. Lyman. Alleged Violation of Rules—E. E. Bruce, F. C. Hollinger, T. J. Mahoney. Arbitration—E. P. Peck, W. S. Sunderland, E. S. Westbrook, J. H. Hamilton, E. E. Bruce. Appeals—A. C. Smith, J. W. Holmquist, John L. Kennedy, M. C. Peters, R. S. Hall. Elevator—F. S. Cowgill, E. P. Peck, E. A. Cope.

### NEBRASKA LETTER.

Norman, Neb.—G. A. Sipple has sold his eltr.

Shelby, Neb.—A. C. Dunning is now agt. for the Westbrook-Gibbons Grain Co.

Roseland, Neb.—The J. M. Sewell Co., Hastings, has bot the eltr. of Duncan Bros.

Preston, Neb.—Margrave & Harman, who have lately entered the grain trade, recently joined the Nebraska Grain Dealers Assn.

Of the 1903 crop of winter wheat 32 per cent, and of oats 3 per cent, are still unmarketed. The increase in winter wheat acreage last year was phenomenal, and it was expected that this year the acreage would be a trifle less, as we find it was.

Omaha, Neb., Jan. 20.—The quality of corn in Nebraska this year is very poor. North of the Platte it is dry but with very little weight on account of having been frosted. South of the Platte the kernels are fully developed and of good size, but contain much moisture, so that, taken as a whole, the corn will not grade better than No. 4.

The final crop report for corn just published by the Nebraska Grain Dealers Assn. shows the following results, taking the state as a whole: The acreage sown was 5,706,230, of which was harvested 5,215,559 acres, giving an average yield per acre of 28.37 bus. and making a total yield of 147,965,408 bus., of which 47 per cent will grade No. 3 or better and 41 per cent No. 4, leaving a balance of 11 per cent that will not even make No. 4. Required for home consumption, 48 per cent. Over 5 per cent, or 10,987,493 bus., of 1902 crop was carried over. This report was gathered from 500 well distributed correspondents who were on the ground and knew the actual conditions as they existed, thus making the report as nearly correct as it is possible to get it. The winter wheat acreage is smaller by 9 per cent than last year and the conditions as compared with last year is 7 per cent less. The winter wheat in Nebraska is very badly in need of moisture, as we have had but little snow this season. In the southwestern part of the state the condition is 47 per cent less than last year, and in the western part it is 32 per cent less, showing that the western sections are suffering more than any other part of the state from lack of moisture.

The trip contemplated by the Nebraska Grain Dealers Assn. for its members, their wives, members of their family and a few friends is now a certainty. Up to the present time a party of 155 has been secured, leaving only a few berths vacant, which will be assigned in a few days. These were being held for members who might make up their minds later to join the party, but on and after Jan. 25 these berths will be assigned and those who make up their minds at the last minute may be shut out on account of lack of room. The party will leave Omaha on the night of Feb. 10 or 11, date not fully decided upon as yet. The date formerly given was Feb. 13 or 14, but the committee found that in order to reach New Orleans by Mardi Gras day, Feb. 16, it would be necessary to leave Omaha earlier. The members realizing that this is one of the cheapest and best trips they can ever expect to make, are sending in their money promptly, so as to secure for certain a berth for themselves and whoever may accompany them, for it is understood that those who pay first will be served first. The committee has received many letters from commission men at the points where stops will be made, advising them that they will be very glad to welcome this Nebraska crowd, so that there is no doubt but that ample entertainment will be furnished those who make this trip. The sleeping cars will be at the disposal of the party all the time while in New Orleans.—E. C.

### NEW ENGLAND.

Boston, Mass.—The N. Y. C. & H. R. Ry. will build another grain eltr. at East Boston, it is rumored.

Foxcroft, Me.—S. E. Coburn has installed a 12-h. p. gasoline engine to operate the machinery which he has installed for a feed mill.

Somerville, Mass.—The Somerville Grain Co., incorporated. Capital stock, \$5,000; incorporators, Frank H. Fitts of Boston, Arthur R. Fitts of Quincy and Albert M. Wilder, Somerville.

Providence, R. I.—The Waterman Land Co. has let the contract for a 2-story warehouse and a 50,000-bu. eltr. which will be occupied by Hurd Bros., grain and hay dealers. The eltr. will be operated by electricity and will be completed about April 1.

### NEW JERSEY.

Newark, N. J.—The S. E. M. Rice Co. is in the hands of a receiver and it is said the company will be reorganized by the creditors.

Paterson, N. J.—The malt house of the Hinchliffe Brewing Co. burned Jan. 15, with a quantity of barley and the machinery. Loss, \$100,000; fully insured.

### NEW YORK.

Farmer, N. Y.—Peter Van Lieu, a former grain dealer at Van Liew's sta., died recently at Utica, aged 85 years.

Eagle Bridge, N. Y.—A. J. Hurd and Gardner Bentley have formed a partnership to conduct the mill and grain business.

Buffalo, N. Y.—The Westbrook compressed air grain shovel is to be installed in the Dakota, Niagara, City, Mutual and Great Eastern eltrs.

Buffalo, N. Y.—The Grain Dealers' Assn. of the Chamber of Commerce elect-



ed the following officers Jan. 6: Chas. Kennedy, pres.; Leroy S. Churchill, vice-pres.; Edwin T. Washburn, treas.; F. Howard Mason, secy.

New York, N. Y.—The Produce Exchange has increased the carload weights to 975 bus. for wheat, 1,075 for corn, 1,500 for oats, 1,200 for barley and 950 for rye.

Rochester, N. Y.—The Whitney Grain Line incorporated, \$5,000 capital. J. W. Whitney, of Rochester, and Edmund Thomas and C. E. Collard, of Buffalo, are the directors.

Delhi, N. Y.—The new eltr. and feed store for the Penfield Milling Co. have been completed and an 8-h. p. motor and grain cleaning machinery have been installed in the eltr.

Buffalo, N. Y.—The Electric Grain Eltr. Co. has elected the following directors: O. M. Mitchell, Montclair, N. J.; Yale Kneeland, New York. A. Miller, New York; Franklin E. Kneeland, New York; E. W. Eames, Buffalo.

Brooklyn, N. Y.—Dow's eltr. will be converted into a flour mill, it is intended. It is a large brick structure situated on the Brooklyn waterfront and has a storage capacity of 2,500,000 bus. and a transfer capacity of 12,000 bus. an hour. It is equipped with a great deal of costly machinery, including many miles of conveyors.

Oswego, N. Y.—A. T. Ward, who has handled all the shipping business for S. T. Williams, of Cleveland, O., for the past year and a half, will after Feb. 1 engage in the brokerage business at Oswego and will handle grain and mill feed for western houses thru the state of New York. Mr. Ward was with the Cleveland Grain Co. for several years.

New York, N. Y.—To prevent telephone clerks and others of one firm making stock trades on information they might have in confidence, the Stock Exchange has recently adopted the following resolution: That the taking or carrying of a speculative account of an employee of the exchange by a member or a firm, members of the exchange, is an act detrimental to the interest and welfare of the exchange.

Buffalo, N. Y.—At the annual election of the Chamber of Commerce, held Jan. 13, the following officers were elected: Jas. H. Brown, pres.; Henry J. Pierce, vice-pres.; J. H. Lascelles, treas. Trustees: Roberty S. Beatty, Horace F. Taylor and Henry C. Zeller, with no choice for the fourth, as it was a tie between Otto J. Jantz and Geo. B. Montgomery. Pres. Dodge was unable to be present to read his annual address and his place was taken by Vice-pres. Harrower. The membership is now 1,180 and there is \$6,000 in the treasury.

New York, N. Y.—The recommendations of the grain committee broadening the future market were unanimously approved by the Produce Exchange at a meeting Jan. 19. The amendment to the rules permits delivery of No. 3 red, No. 3 hard winter, No. 2 northern and No. 3 corn at 5c penalty under the present grades of No. 2 red, No. 2 hard winter, No. 1 northern and No. 2 corn, as well as the delivery of grain in store at Buffalo at a difference equal to the freight rate plus ½ cent penalty. Trading on the new basis will begin Feb. 1, in contracts maturing Aug. 1 and later.

Buffalo, N. Y.—The suit of Spencer Kellogg against the Western Elevating Assn. and 4 railroads was heard Jan. 11.

It is alleged the railroads refused to receive grain from Kellogg's eltrs. unless he paid the ½ cent to the assn. With the Kellogg charge of ½ cent this made it more costly for shippers to use the independent eltr. and thus injured its business. Mr. Fleischmann declared that the contract between the Elevating Assn. and the railroads was illegal, as it constituted a conspiracy with a competitor of the Kellogg eltr. to agree not to carry grain from Kellogg on the same terms as from the competitor, and to require anyone shipping through the Kellogg to pay more to get it through the Kellogg than through any other house, with the result that the Kellogg can do no business. After hearing arguments by the 7 attorneys present the court reserved its decision.

## BUFFALO LETTER.

The Iron Eltr. & Transfer Co. announces that it will not be responsible for the grade of grain that it is to retain its identity.

The inspection department of the Chamber of Commerce reports business quite heavy, especially in corn, tho it comes in rather bad quality, especially from Ohio.

Cars are giving trouble especially on long routes and in yard here. Cars not only get lost on the way, but they stay in yard a very long time often, before getting started at all.

The Grain Dealers' Assn. has adopted the new system of grain weighing and decided to ask the Grand Trunk for a reconsigning privilege, such as is granted by the other trunk lines.

Dudley M. Irwin, one of the most esteemed members of the grain trade on 'Change, has fallen heir to \$239,000, from the estate of his uncle, Theodore Irwin, a banker of Oswego, where Mr. Irwin formerly lived.

Chief Grain Inspector Shanahan is now conducting the track-weighing system along with the inspection, tho there are, of course, a good many cars inspected that are not put into eltr. and such are not weighed here. Both systems are now running smoothly.

The proposed introduction of the Westcott pneumatic sweepers, or Ogdensburg machines, has created a great deal of interest. They are to be used for cleaning up the remnants of cargoes in eltrs. and while there is no doubt that the machines will work, it is expected that, if the scoopers take a notion to resent this inroad on their specialty, they will make trouble.

Pres. Kennedy, of the Grain Dealers' Assn., has been in New York some days, watching the completion of the plan for using the Buffalo eltrs. for New York contract grain. The New York eltr. interest was strong enough to secure an arbitrary half cent a bu. in favor of actual New York delivery, which will be subtracted from the value of grain delivered here, besides the at-and-east rail rate to New York. Still the shipper or speculator can hold grain here under the arrangement, it is said, and sell it here or ship it out independent of his contracts just as he used to. When he is likely to be squeezed in a corner, however, he can fall back on the new arrangement. It is said that the strictly rail eltrs. here will not care to go into the arrangement, as they are for transfer mainly, with storage only an incident. New York will now have to inspect Buffalo eltrs. that are willing to enter the arrangement, and if the insurance is satisfactory they will be

accepted. This means that the steel houses will be preferred and some of the wooden ones will be rejected. An officer of the Buffalo Elevator Assn. will have to locate in New York to issue negotiable warehouse receipts, according to the present plan.—J. C.

## NORTH AND SOUTH DAKOTA

Albee, S. D.—Daniel O'Leary and J. C. Cahill will erect an eltr.

Mohall, N. D.—The Burgess Eltr. Co. has its new eltr. in operation.

Cooperstown, N. D.—W. S. Hyde, of Hannaford, has succeeded R. C. Cooper.

West Hope, N. D.—Helgersson Bros., of Souris, have bot the eltr. of A. L. Foster. John Helgersson will have charge.

Brandt, S. D.—P. J. Peterson is mgr. and treas. of the Farmers Mutual Eltr. Co., and directs the shipments.—I.

Flandreau, S. D.—Wm. & Chas. Corcoran have succeeded Larkin & Thompson. Chas. Corcoran has charge of the eltr.

Brookings, S. D.—The Atlas Eltr. Co. has purchased a lumber yard and A. P. Nord will manage this as well as the eltr.

Drayton, N. D.—The eltr. of the Monarch Eltr. Co. burned Jan. 3 with about 2,000 bus. of grain. The building will be rebuilt.

Aurora, S. D.—H. Lebbrand, who has been making track shipments from Aurora at times, is buying now for the Western Eltr. Co.—I.

On account of opposition to having two yearly meetings the meeting of the North Dakota Grain Dealers Assn. has been abandoned for the present.

Webster, S. D.—The Co-operative Eltr. Co. has been organized with \$4,000 capital. The officers are: C. E. Wheeler, pres.; Henry Paul, vice-pres.; Herman Prieb, treas.; C. E. Anderson, secy.

W. H. Smith, traveling auditor for G. W. Van Dusen & Co., reports that the 149 eltrs. at 59 stations on the Chicago & Northwestern Ry. in South Dakota north of Iroquois handled 9,238,000 bus. of grain between Aug. 1 and Jan. 1. In the corresponding period of 1902 the same stations handled 6,156,000 bus. The largest amount handled at any one station was 500,000 bus., at Arlington.

## NORTHWEST.

Belt, Mont.—The farmers intend building an eltr. if the G. N. Ry. will grant them a site.—I.

## OHIO.

Baltic, O.—Seth Gerber will succeed Frederick Haas Feb. 1.

West Jefferson, O.—Gallagher & Murray are out of business.

Sonora, O.—Crook & Martin have succeeded Drummond & Son.

Millersport, O.—Pence & Swisher have succeeded Rowles & Stewart.

Tontogany, O.—I enjoy the Journal very much.—A. J. Beverstock.

Dresden, O.—Armstrong & Helwig have succeeded Jones & Fletcher.

Octa, O.—The Octa Grain Co. operates the 30,000-bu. eltr. Mr. Murphy is mgr.

Baltimore, O.—J. P. Johnson will enlarge his warehouse and install a feed mill.

Deshler, O.—Abel Bros., of Cleveland, are not scooping at Deshler, as was erroneously stated in this column Jan. 10. The

firm has done no scoop-shoveling this season and does not intend to.

Rushsylvania, O.—The White Oak Milling Co. has succeeded the Kenyon Bros. Milling Co.

Dayton, O.—A building which was formerly used as a grain eltr. was badly damaged Jan. 4 by fire.

Weilersville, O.—Allen Buchwalter has bot the business of J. R. Hartzler and will succeed him about April 1.

Defiance, O.—The new eltr. for H. Curtland & Co. has been completed, altho the machinery has not been installed.

Oxford, O.—White & Roudebush have succeeded Sullenberger & White. Mr. Roudebush has bot G. W. Sullenberger's interest in the eltr.

Cleveland, O.—S. T. Williams will discontinue his grain and commission business and will take up his residence in southern California.

Fredricktown, O., Jan. 14.—Wheat covered with snow and in good condition. Very little grain offered at present.—Sweetland & Crowell.

West Jefferson, O., Jan. 12.—Corn is not more than half a crop. We have the smallest business in corn that we have had in years.—Silver & Chenowith.

Pioneer, O.—The Pioneer Eltr. Co. incorporated, \$10,000 capital. Incorporators, M. T. Hudson, T. L. Carverser, W. E. Bigbee, J. A. Grant and J. F. Hanna. The company will build an eltr. in the spring. Mr. Hanna is mgr.

Urbana, O.—Young T. Buser, who operates an office at Urbana for the O'Dell Commission Co., of Cincinnati, a bucket-shop, has been indicted by the grand jury for running a bucket-shop. He was released after giving a \$500 bond for his appearance in court.

Mason, O.—The growing wheat is very small; some of it not even thru the ground. Had no rain until Dec. 20. Corn about half a crop and of very poor quality; will not be any to ship from this section. No oats for sale here and not enough wheat to supply the local mills, which are shipping in to keep running.—Albert Dills.

Columbus, O.—The Crites Mill Co. has bot the mill and eltr. built for the Franklin Mill & Eltr. Co. The eltr. has a capacity of 68,000 bus. L. E. Hirt will have charge of the plant. C. E. Newton will have an office at Circleville and devote his time to buying and selling grain and grain products. E. W. Newton will be the assistant bookkeeper at the Columbus office.

Portsmouth, O.—The following officers have been elected by the Standard Cereal Co.: H. S. Grimes, pres.; Adam Frick, vice-pres.; J. P. Caskey, secy. and treas. Directors: Geo. D. Selby, Geo. Appel, Simon Labold, H. S. Grimes, J. W. Bannon, J. B. Connors, Adam Frick and J. P. Caskey. Mr. Frick will be general mgr. after Feb. 1. The company will build a warehouse adjoining the plant.

#### TOLEDO LETTER.

McComb, O.—S. A. Pool states that repairs on his eltr. will be made during the coming spring, and a corn eltr. will be added.

Hancock, O.—The eltr. of the Hancock Grain & Milling Co. will undergo repairs during the coming summer. Charles Schuler, of McComb, is mgr.

H. W. DeVore & Co. are making extensive repairs on their eltr. at Moffitt's Station. Two new eltr. legs, a new corn

sheller and a new dump for the loading of ear corn will soon be installed.

Leipsic, O.—J. E. Churchill, mgr. of the Wayne Grain Milling Co., states that the Leipsic eltr. will be extensively remodeled and put into first class shape.

Freight service has been established between Toledo and Pioneer, O., on the Toledo & Western Electric Line. The Pioneer Eltr. Co., recently organized, and will use this line, it being their only shopping facility.

Upper Sandusky, O.—J. W. Johnson, a progressive American-Chinese, has secured a patent on a breakfast food, in which Chinese rice is used exclusively. Three brands of goods are to be put up. The patent covers a process for parching rice.

The Miami Maize Co., the Toledo branch of the American Hominy Co., held its annual meeting on Jan. 12. The old board of directors was re-elected, with the exception of J. S. Richard, who recently disposed of his stock to F. E. Brown, the latter becoming a member of the directory at this meeting. Mr. Richard has gone to Indianapolis to take charge of the National Eltr. J. H. Bowman was re-elected president, with F. E. Bullard as sec.-treas.

The Imperial Grain & Milling Co. held its annual meeting Jan. 12, electing the following officers: Pres., C. R. Bowman; vice-pres., William E. Savage; sec. and treas., Edward A. Nettleton; directors, Messrs. Bowman, Savage, Nettleton, J. H. Bowman and F. E. Bullard. The company will install some new machinery, which will increase the capacity of the plant about 10%. The concern consumes 3,000 bus. of corn per day. The company has had a prosperous year.

The Northwestern Ohio Grain Dealers' Assn. met last Jan. 20 in the Produce Exchange rooms. The session was devoted almost exclusively to the discussion of prices of corn. A number of those present said there is a great amount of very poor corn throughout this section, some of the members stating that it would be poor policy to pay even 15 cents per cwt., for some of the corn, which is found to be in a sweat, much being musty. About 50 members of the assn. were present.

Otis Beverstock, pres. of the Produce Exchange, returned last Monday from a month's sojourn in the south. While in the south, he closed deals for the purchase of about 75,000 bus. of salvage wheat for the Toledo Salvage Co., of which he is a member. The grain is the salvage from two eltr. fires, one at Frankfort, Ky., the other at Richmond, Va. The wheat has been brought to the Toledo plant to be dried and put into condition for market. The annual meeting of the Toledo Salvage Company, which was to have been held on the 12th inst., has been postponed until some time in February.—D.

#### OKLAHOMA

Hobart, Okla.—Couldn't well keep house without the Grain Dealers' Journal.—Greener Bros. Grain Co.

Enid, Okla.—Ed Gilroy will build 3 eltrs., Goltry & Son will build 4 and Rands & Grubb will build 3 eltrs. on the A. V. & W. Ry.

Guthrie, Okla.—The Guthrie Milling Co. is building a 15,000 bu. eltr. at Piedmont and a 6,000-bu. eltr. at Dutcher. These stations are on the S. L., E. L. & S. W. Ry.

Oklahoma City, Okla.—Buran House, of the Southern Eltr. Co., has bot the line of grain eltrs. of Geo. A. Harbaugh, at Yewed, Ashley, Lambert, Ingersoll and Alva.

Vinita, I. T.—The mills, eltr. and warehouses of the Vinita Milling Co. burned Jan. 16 with a quantity of wheat, corn, flour and meal. Loss, \$12,000; insurance, \$12,000.

Newkirk, Okla.—L. A. Dugan has bot the eltr. of the H. D. Towner Grain Co., and succeeded it. Mr. Towner has retired from the grain business, but will continue in other business.

#### PACIFIC COAST.

Los Angeles, Cal.—The Southern California Grain & Stock Co. has suspended.

Dayton, Wash.—Rowe & Fair will operate their warehouses as the Dayton Feed Mill & Warehouse Co.

Davenport, Wash.—Warehouses will be built by S. McLane and the Seattle Grain Co.—Big Bend Mill Co.

Sacramento, Cal.—The Pioneer Milling Co. will build a grain eltr. with a storage capacity of 5,000 tons and will handle wheat in bulk.

Vallejo, Cal.—Chas. Wheeler, who owns a grain eltr. at Vallejo and is interested in the milling business, died Jan. 13 at his vineyard near St. Helena, aged 86 years.

San Francisco, Cal.—We are indebted to T. C. Friedlander, secy. of the Merchants' Exchange, for a copy of the annual statistical report of the Exchange for the year 1902-3.

Spokane, Wash.—The Falls City Mill & Feed Co., incorporated, \$25,000 capital, to conduct a general grain and produce business. Incorporators, Henry P. Glass, J. Grant Strawn and Chas. D. Francis.

San Francisco, Cal.—A syndicate of Stockton dealers has bot the entire stocks of feed barley in store at San Francisco. By heavy purchases of the December option, the buyers secured the contract stock. Some of the sellers were forced to deliver good brewing barley to fill contracts.

Seattle, Wash.—W. W. Robinson claims Seattle dealers are discriminated against by the government in letting contracts for fodder. In August Mr. Robinson put in a bid for red oats, and was informed that the government would not buy red oats at any price. Mr. Robinson says: At the same time, in the identical bid, a San Francisco firm sold 4,000 tons of red oats. At another time, the government bought oats from San Francisco at a price \$4 higher than the market quotations in both Seattle and Tacoma. We were not even given a chance to get in our bids.

#### PENNSYLVANIA.

Chambersburg, Pa.—D. W. Faust, Sons & Co. have succeeded D. W. Faust & Sons, Paul Lehman having been admitted to partnership.

Royersford, Pa.—Latshaw & Isett, dealers in grain, hay and feed, have failed. At a meeting of the creditors a committee was appointed to take charge and conduct the business and an assignee has been chosen.

Philadelphia, Pa.—C. H. Squier & Son Co. incorporated, \$30,000 capital, and has succeeded C. H. Squier, who has conducted a hay and grain business since 1880. The officers are: C. H. Squier, pres., and C. F. Squier, secy. and treas.

Philadelphia, Pa.—A fire broke out Jan. 12 in the ruins of the eltr. of Woodward



& Sons, which burned Oct. 30. It is that some of the grain, having been closely packed, has continued to smoulder. The fire was put out without doing any damage.

Pittsburg, Pa.—It is expected that the Pittsburg & Lake Erie road will resume its former practice of switching cars to Allegheny without extra charge. The Baltimore & Ohio railroad has granted the privilege of switching grain to the eltr. of the Pittsburg Milling Co. at Allegheny, without charge. After being weighed, and stored for not exceeding 6 months, the grain can be shipped out on the thru rate to destination.

Philadelphia, Pa.—Members of the Commercial and Consolidated Exchanges bade good-bye to the old year with their customary celebration Dec. 31. In readiness for the fray thousands of bags of wheat, corn, oats, flour and cornmeal had been piled within easy reach on the trading floor. The galleries were thronged with 2,000 men, women and pretty girls, gathered to witness the revel. For nearly an hour the battle of the bags raged, and no one on the floor escaped the deluge.

Philadelphia, Pa.—The annual election of the Commercial Exchange will be held Jan. 26 and the following nominations have been made: For pres., John O. Foering, Walter F. Hagar, E. H. Price and Antonio Sans. Vice-pres., Jas. L. King and Geo. P. White. Treas., Nathan Sellers. Directors, of which 6 are to be elected: Chas. Dunwoody, E. Enfield Walker, E. E. Delp, R. S. Deweese, W. R. Brown, Wm. H. Tenbrook, S. C. Woolman, Antonio Sans, A. E. Brecht, Jos. Bosler, Frank Richards, Wm. B. Potts, Samuel L. McKnight, B. Devitt and Jos. W. Beatty.

## SOUTHEAST.

Newbern, N. C.—C. L. Spencer has sold out.

Washington, D. C.—S. S. Daish & Sons have leased several warehouses at Georgetown to receive grain over the Pennsylvania Railroad.

## SOUTHWEST.

New Orleans, La.—The following officers were elected at the annual election of the Board of Trade, held Jan. 11: J. Henry Lafaye, pres.; Jas. W. Porch, first vice-pres.; E. M. Loeb, second vice-pres.; E. Sevilla, third vice-pres. Directors: S. Locke Breaux, E. T. George, Jas. Graham, Nevins Kirkpatrick, Lazare Levy, Albert Mackie, Emanuel Steinhart, Frank A. Daniels, Robert B. Jones, Henry Kahn, Alfred LeBlanc, H. Meletta, Wm. P. Ross and Udolpho Wolfe.

## TENNESSEE

Nashville, Tenn.—Miller & Co. are sending their friends and patrons a box of lead pencils.

Nashville, Tenn.—C. W. Davis & Son and Hugh McGavock & Son have started in the wholesale and retail grain and feed business.

Nashville, Tenn.—The Roddy-Williams Grain Co. incorporated, \$10,000 capital, to deal in hay, grain, seeds, etc. Incorporators, Fillmore Roddy, W. T. Williams, H. L. Walling, F. W. Smith and H. D. Williams.

Nashville, Tenn.—Gill & Smith have discontinued the grain business. Mr. Gill is now conducting a grain receiving and

shipping business in St. Louis as F. D. Gill & Co. Mr. Smith has gone to Clarksville, Tenn.

Memphis, Tenn.—John Milton Peters, pres. of the Merchants' Exchange, died recently and the Exchange, at a general meeting, adopted resolutions deploring the death of one of the most valued members of the Exchange.

Bristol, Tenn.—Hamilton, Bacon & Hamilton, wholesale and retail seeds and grain, incorporated, \$50,000 capital, to buy and sell grain, seeds and produce. The officers of the company are: W. R. Hamilton, pres.; J. A. T. Bacon, vice-pres.; J. D. Hamilton, treas. and secy.

Nashville, Tenn.—Harsh & Williams have been succeeded by Williams & Anderson and P. W. Harsh, formerly of Harsh & Williams, has formed a partnership with his brother, A. C. Harsh, and his son, Geo. Harsh, under the name of Harsh Bros. & Co. Both firms do a receiving and shipping business.

Memphis, Tenn.—The following are new members of the Merchants' Exchange: Chas. E. Farris, L. P. Parker, H. M. Jay, W. G. Coffin, Sam Rembert, Jr., and A. H. D. Perkins. The directors of the Exchange have confirmed the appointment of John L. Keating as deputy weigher for service at the Riverside Eltr. and Warehouse.

Memphis, Tenn.—The following officers were elected Jan. 21 by the Merchants' Exchange for the ensuing year: W. G. Thomas, pres.; W. E. Holt, vice-pres.; C. W. Schulte, treas. Directors: T. L. Collings, E. C. Buchanan, W. P. Battle, Lawson D. Falls, T. B. Andrews, M. E. Carter, Frederick Orgill, W. C. Early, Jos. B. Cabell, Harry P. Johnson and Levi Joy. N. S. Graves, secy., reported that the receipts for the year have been \$18,045.33, with disbursements \$18,870.37.

Memphis, Tenn.—The 21st annual meeting of the Memphis Merchants' Exchange was celebrated by a banquet at the Gayoso hotel Jan. 21. The banquet was a sumptuous affair and the tables were magnificently decorated. Many distinguished out-of-town guests were present and impromptu speeches were made by the newly elected pres., W. G. Thomas, J. A. Bailey, a former pres., and R. L. McKellar, who is known to the grain trade on account of his efforts to introduce the National Assn. to Mr. Mint Julep.

## TEXAS.

Markham, Tex.—The Markham Rice Milling Co., recently incorporated, will soon build a rice mill at Markham.

Killeen, Tex.—Polk & Young are building a 25,000-bu. steel eltr. It will be equipped with scourers, cleaners and separators.

Saint Jo, Tex., Jan. 21.—We have had 5 hours of steady rain in the last 48 hours and a fall of 4 inches of snow which insures a wheat crop which is now doing well.—Saint Jo Milling Co.

Greenville, Tex.—The Greenville Mill & Eltr. Co. has elected the following officers: J. B. Clayton, pres.; E. J. Phillips, vice-pres.; W. A. Gray, secy.; R. F. Richter, mgr. The officers and J. B. Murphy are the directors.

Beaumont, Tex.—The Hinz Rice Milling Co. has decided to build a new \$300,000 rice mill on the site of the mill which was damaged by fire Oct. 20. The com-

pany proposes to use granite and build the most magnificent mill in the south.

Galveston, Tex.—The Taylor Grain Co., of Topeka, Kan., has opened an office in Galveston and will begin soon to export grain thru this port. Jas. VandenBroeck has been appointed local mgr. The company will use the present eltr. facilities of Galveston and will probably do much business thru the Star Eltr. and the eltr. of the wharf company.

## WISCONSIN.

Coon Valley, Wis.—The Neprud Milling & Grain Co. incorporated, \$18,000 capital. Incorporators, Nordan N., Carl A. and Anna Neprud.

Forest Junction, Wis.—The grain eltr. of the Appleton Malt Co. burned Jan. 18 with a large quantity of grain, flour and feed. Loss, \$10,000, with small insurance. It will be rebuilt.

Milwaukee, Wis.—The C., M. & S. P. Ry. has issued a blockade notice against Milwaukee on wheat because there are 1,000 cars on track and the mills and eltrs. are full. Considerable low grade wheat has remained on track unsold for a week or more.

Superior, Wis.—The notification last fall that the railroads and grain merchants must see that no infraction of the sweeping law was permitted by their agents has resulted in the arrest and conviction of 2 boys for wheat sweeping, and they were fined \$2.50 each. This notification was given because complaint was made that some were allowed to sweep while others were arrested.

## MILWAUKEE LETTER.

Pickett, Wis.—Robert W. Mackie is again buying grain for shipment.

Whitehall, Wis.—Torgerson & Steig have succeeded Torgerson & Steig Bros.

Stockholm, Wis.—W. W. Sigler is representing the R. E. Jones Co., of Wabasha, Minn.

John T. Sickel, of Sickel, Roberts & Co., Chicago, has been elected to membership in the Chamber of Commerce.

Durand Wis.—The grain business conducted here under the name of F. W. Bachelder is managed by P. L. Richards, the virtual owner.

Campbellsport, Wis.—Baumhardt & Sackett have dissolved partnership. H. F. Sackett will operate the warehouse pending the erection of a new eltr.

O. Z. Bartlett, pres. of the L. Bartlett & Son Commission Co., is compelled to devote most of his time to the grand jury, on which he was called. "That bunch over there," he remarked, "never want to adjourn." It is hard on the business men who have to serve the county in this capacity, but they are doing good work and boodling has received a stunning blow.

The controversy over freight rates goes merrily on in this state, particularly here, where so many leading members of the Chamber of Commerce have taken part in the campaign to abolish discrimination. Recently, however, one of the business houses of the city has issued a letter to Wisconsin newspapers which presents the subject in a rather novel light, inasmuch as the railroad companies are not held to be wholly responsible for existing conditions. In fact, the fault is chiefly attributed to apathy on the part of Wisconsin interests in allowing Chicago dealers to get the start of them. The letter says in

part: "We do not believe that the railroads are inclined to favor Illinois any more than Wisconsin, but the fact is, the people of that state, particularly of Chicago, are pushers. They are out after all they can get, while the people of Wisconsin fight among themselves, etc." No doubt there is truth in this. Badgers are obliged to hustle if they hope to keep up with the wily Chicagoans, and perhaps other cities feel the same way.

The board of directors of the Chamber of Commerce recently rescinded the action taken to permit the admission of private telegraph wires on the floor of the exchange. None of the firms has installed private wires, but this action, it is announced, would mean the removal of the private telegraph booth from the hall of the Chamber. The directors' decision was the subject of spirited decision, having resulted from a petition by a large number of the members, including one of the firms in whose favor the original movement had been started.—T.

## Supply Trade

The Dewey Seed Cleaner Mfg. Co., of Naperville, Ill., has been dissolved. What has become of many others organized?

Advertising is the cultivator that pulverizes the clods and keeps the roots properly loosened.—Judicious Advertising.

The Jeffrey Mfg. Co., of Columbus, O., thru its connection with the Ohio Malleable Iron Co., of Columbus, is now in the field soliciting orders for high-grade malleable castings.

A very neat and useful leather covered diary, with pencil, is being distributed by the Michigan Millers' Mutual Fire Insurance Company, which has been insuring flour mills and grain elevators for 23 years.

J. F. Younglove, formerly of the Younglove & Boggess Co., has sold his interest in that company and engaged in the business of erecting elevators on his own account, with headquarters at Mason City, Ia.

The New Era Gas Engine Co., of Dayton, O., successor of the New Era Iron Works, has issued a handsomely illustrated 40-page catalog of the New Era Gas Engine, for natural or artificial gas, gasoline, kerosene or distillate. The engravings show the solid cylinder head which requires no packing between it and the water jacket, also the details of governor, inlet valves, electric igniter and gasoline attachment. A number of valuable suggestions regarding the operation of any gas engine are given. A copy of the catalog will be sent to any reader of the Grain Dealers Journal on application.

The C. O. Bartlett & Snow Co., of Cleveland, O., has issued a new chain catalog, No. 9, illustrating and describing its interlocking shoulder bearing chain belts, which should be in the hands of all users of elevating, conveying and milling machinery. The catalog numbers of the different sizes are given in tabular form with description, code word, pitch, width, depth, working strain and price, making it easy to order intelligently. By referring to a special list the buyer can

determine what attachments are made for the style of chain he wants. The chains are of malleable iron annealed to make them as strong as wrought iron.

## Seeds

Receipts of flaxseed at Chicago during 1903 are reported by C. F. Lias, chief inspector of flaxseed, as 3,586,222 bus., and the shipments as 787,093 bus.

The W. T. Philipps Co. has been formed by Wm. T. Philipps, pres. of the Henry Philipps Seed & Implement Co., Toledo, O., to conduct a seed business. Mr. Philipps has sold his interest in the old company to his brothers.

The directors of the Chicago Board of Trade have appointed the following arbitration committee on grass and field seeds for the ensuing year: T. M. Hunter, F. E. Winans, Geo. A. Wegener, C. A. Heath, G. S. Green and A. Gerstenberg.

Clover seed exports from New York during the week ending Jan. 23 amounted to 5,000 bags; compared with 9,100 bags for the corresponding week of last year. Exports for the season have been 66,400 bags; compared with 90,500 bags last season.

London, Jan. 4.—The new year opens auspiciously with extremely firm prices and a good demand, particularly in clovers and French-Italian. Prices, considering the weather experienced during the past year, are reasonable, and leave room for a rise.—John Picard & Co., in Beer-bohm's.

The Wm. S. Gilbreath Seed Co. has been formed at Indianapolis, Ind., by Wm. S. Gilbreath, who is well and favorably known to the seed trade thru his long connection with the business, 15 years having been passed with the Illinois Seed Co., of Chicago, Ill., and the last year with one of the leading seed firms of Cincinnati. The new firm will do a general grass, field seed, grain and storage business.

For the first time for many years the trade has opened at its legitimate time—the New Year—and, we think, on a fair and reasonable basis. Reds have every appearance of promptly rising in value, for reasons stated in previous reports; the best values now offering are intrinsically Canadians and cleanable Chilians, and we anticipate a rapid reduction in the stocks of both of these.—London Corn Circular.

Clover seed receipts at Toledo during the week ending Jan. 23 were 2,834 bags; compared with 2,075 bags during the corresponding week of last year. Receipts for the season have been 92,200 bags; compared with 71,700 bags for last season. Shipments during the week ending Jan. 23 were 6,310 bags; compared with 6,560 bags for the corresponding week of last year. Shipments for the season have been 35,900 bags; compared with 35,000 bags for last season.

Seed receipts at Chicago during the week ending Jan. 23 were: 1,039,881 pounds of timothy seed, 204,579 pounds of clover seed, 559,202 pounds of other grass seed and 69,049 bus. of flaxseed; compared with 693,690 pounds of timothy seed, 90,130 pounds of clover seed, 216,100 pounds of other grass seed and 17,100 bus. of flaxseed during the corresponding week of 1903. Shipments for the week ending Jan. 23 were 474,105 pounds of timothy

seed, 106,380 pounds of clover seed, 702,030 pounds of other grass seed and 12,400 bushels of flaxseed; compared with 1,033,200 pounds of timothy seed, 454,300 pounds of clover seed, 132,300 pounds of other grass seed and 8,833 bus. of flaxseed, during the corresponding week of last year.

Clover seed has been weak lately. A good many of the small holders have let go the past week. Not only have they sold futures, but dumped their cash seed that has been in store for the past two months. The large receipts have no doubt caused the selling. Receipts are a great deal larger than anybody expected, but this is usually the case. It has developed that there is more seed in the country than was figured on, a number of large lots being found in sections where they did not think they had any.—J. F. Zahm & Co.

## The F. R. Morris Continuous GRAIN CONDITIONER AND COOLER

The greatest invention yet devised for keeping grain stored in elevators in condition. Saves its cost every month in the year. Once passing thru the machine equals a week's constant elevation. Can be installed in an elevator at a cost not much exceeding an ordinary cleaning machine. Parties having them in use say they are indispensable.

For information address

**F. R. MORRIS,**

51 CHAMBER OF COMMERCE, MILWAUKEE, WIS.  
Also Manufacturers the best Drier  
in the World.

## Young Love

will not abandon the

## Old Love

Now this may look and sound queer to you. I will explain. I have sold my interest in the Younglove & Boggess Company, but will not "divorce" the grain elevator business, as I have been in the trade too long, and it's a hard matter to "teach an old dog new tricks." Every grain buyer knows YOUNGLOVE as manager of the Y. & B. Co. I have annexed the experience and technical points so very necessary to make this business a success for both the builder and the owner.

YOUNGLOVE in managing this business so long is in very close touch with all the markets, therefore knows when, where and how to buy at the least possible cost. The owner gets the benefit of this and also the experience, that is of such vital importance in grain elevator work, corn shelling and power plants.

Write me and your wants will be attended to at once. Distance does not matter, I have able assistants and can handle business at any point.

Yours for business and prosperity,

**J. F. Younglove**

Mason City, Ia.



# Moisture

should be removed from your grain before it leaves your elevator. Then you can rest easy as to its condition when it arrives at destination. It is now possible for every country elevator man to dry grain, for the

## PERFECTION GRAIN DRIER

is within reach of all and it is practical, too. A postal card request will bring full information.

### REFERENCES:

BABCOCK & HOPKINS, Rensselaer, Ind.  
CALDWELL, BARR & CO., Earl Park, Ind.  
ROSS & ROSS, Chalmers, Ind.

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To the exclusion of all other devices, by

The Armour Grain Company	Chicago
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Northern Grain Company	Manitowoc
Cleveland Grain Company	Cleveland
Udike Grain Company	Omaha
Illinois Central R. R. Company	New Orleans
Texas & Pacific Ry. Company	"
Kansas Grain Co.	Hutchinson, Kans.
Omaha Elevator Co.	Omaha, Neb.
Midland Elevator Co.	Kansas City
Duff Grain Co.	Nebraska City, Neb.
John I. Glover,	Kansas City, Mo.
Broadnax & McLiney,	"
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AND MANY OTHERS.

Indicates the unanimous conviction among grain men that the HESS DRIER is a necessary and profitable adjunct to the grain business.

The investments by the above mentioned concerns alone, in HESS DRIERS aggregate \$285,000.00.

New book describing the drier free.

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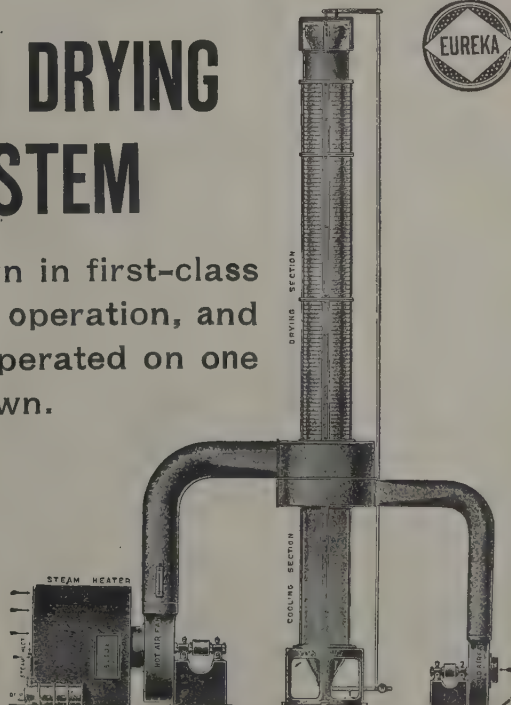
# THE "EUREKA" CORN DRYING AND CONDITIONING SYSTEM



Will completely dry and put damp corn in first-class condition. Is complete, economical in operation, and occupies small space. Fans can be operated on one shaft on two independent fans as shown.

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## Supreme Court Decisions

The statute prohibiting common carriers from limiting their liability by stipulations in a bill of lading is valid, as applied to contracts for interstate transportation of property. *Galveston, H. & S. A. Ry. Co. v. Fales*. Court of Civil Appeals of Texas. 77 S. W. 234.

Where one who had a fireproof safe took no care to place therein a set of books kept by him in compliance with a provision of his fire insurance policy, and they were burned, he was guilty of negligence. *Rives v. Fire Assn. of Philadelphia*. Court of Civil Appeals of Texas. 77 S. W. 424.

The duty to furnish a proper car rests on the carrier, not on the shipper; and the failure to discharge such duty is negligence, from the consequence of which the carrier is not permitted to free itself by contract or otherwise. *Lake Erie & W. R. Co. v. Holland*. Supreme Court of Indiana. 69 N. E. 138.

A servant who was aware of the fact that a conveyor box was open, and of the danger in working with the hammer just above the revolving screw, and who was not so working under the pressure of a peremptory order from the foreman, assumed the risk, and any negligence in having the conveyor uncovered was immaterial. *Hettich v. Hillje*. Court of Civil Appeals of Texas. 77 S. W. 611.

A landlord's lien on the tenant's crop for supplies and advances during the year in which the crop was raised is superior to the claim for an allowance for the support of the tenant's widow and children. A landlord's lien for supplies and advances to his tenant extends only to the crop raised during the year in which they were furnished. *Walker v. Patterson's Estate*. Court of Civil Appeals of Texas. 77 S. W. 437.

When a telegraph company was unwilling to deliver a message beyond the free delivery limits without its charges being paid or guaranteed, it was negligence for it not to wire to the sender, demanding payment or guaranty. It was negligence and bad faith for a telegraph company to wire "Party not known," where the sendee's address was known, merely because it was beyond the free delivery limits, and extra delivery charges were not paid by the sender, who did not know that the address was beyond such limits, and who paid all that was demanded of him at the transmitting office. —*Bryan v. Western Union Tel. Co.* Supreme Court of North Carolina. 45 S. E. 938.

Where bills of lading were pledged to secure advances made to the purchaser of the goods, and on the bankruptcy of the purchaser a part of the property covered by the bills of lading was in possession of a carrier, its refusal to deliver the property to the pledgee of the bills of lading, except on surrender thereof, was a conversion of the property. *First Nat. Bank of Cuero v. San Antonio & A. P. R. Co.* Supreme Court of Texas. 77 S. W. 410.

Where mutual claims submitted to arbitration are all for money damages, an award in a gross sum is sufficient, without findings as to the separate claims. The transcript of evidence given before

arbitrators is admissible, in an action to recover the amount awarded, to show that all matters submitted were considered and adjudicated in making the award. *Jensen v. Deep Creek Farm & Live Stock Co.* Supreme Court of Utah. 74 Pac. 427.

While starting a gasoline engine in the elevator of the Torpin Grain Co., Hynek Kliment had an arm broken, and brought suit for damages alleging that defendant's manager negligently and without warning turned on the gasoline suddenly. In affirming the decision of the district court of Knox Co., in favor of the Torpin Grain Co., the Supreme Court of Nebraska recently said: There was no proof that the engine was in unsafe condition. The evidence shows beyond question that the plaintiff knew at the time of the accident that the gasoline was turned on the engine. Indeed, it is self evident that unless it had been so, the tugging at the wheel would have had no tendency to put the machine in motion.—97 N. W. 587.

While a public carrier may, to some extent, limit by stipulation in the bill of lading his strict common-law liability, a contract qualifying such liability must be supported by a valuable consideration, apart from the mere acceptance of the property for carriage. An actual reduction in the usual freight rate is a sufficient consideration for a contract qualifying a public carriers' common-law liability. A mere recital or acknowledgment in a bill of lading that a reduction in the usual freight rate has been made and accepted in consideration of a qualification of the carrier's common-law liability is not conclusive, but the real transaction may be shown by parol.—*Lake Erie & W. R. Co. v. Holland*. Supreme Court of Indiana. 69 N. E. 138.

Defendant was prosecuted for keeping a bucket shop in Mound City, while he resided and was in business in another city. The bucket shop was managed through an agent. A person desiring to buy would go to the office and employ defendant's agent to buy some article, at the same time depositing with him the margin. The agent received the market price from the defendant over the telephone. The buyer would ask what corn was worth, and the agent would then inquire of defendant, who would tell him, and then he would inform the buyer, when he would say what he wanted, and the agent would tell defendant to buy whatever amount the buyer said. Margins were put up in all deals, and, where money was paid, it was deposited in the Mound City Bank to defendant's credit. *Held*, that the pretended purchases were made at defendant's place of business in Mound City.—*State v. Kentner*. Supreme Court of Missouri. 77 S. W. 522.

A., having a contract to sell cotton to B., borrowed money of a bank with which to purchase the cotton of C., and the bill of lading made out by C., was attached by A. to a draft drawn on B. to A.'s own order, and both instruments indorsed to the bank. The proceeds of the draft were credited in advance to A., leaving him a balance above the amount advanced to him, which he afterwards drew out. B. refused payment of the draft, and attached the cotton on a prior claim against A., and the bank interpleaded. There was no agreement between A. and the bank that, in case of B.'s refusal to pay the draft, the amount thereof should be charged back against A. on the bank books. *Held*, that the bank was the owner of the cotton at least to the extent of the amount advanced by it to A. The fact of the in-

dorsement of the bill of exchange as well as the draft by A. did not prevent the bank's being a purchaser for value.—*Willard Mfg. Co. v. G. H. Tierney & Co.* (Merchants Nat. Bank, intervener). Supreme Court of North Carolina. 45 S. E. 1026.

In an action on a fidelity bond, defended on the ground that the plaintiff, in a statement required of him prior to the issuance of the bond, asserted that, to the best of his knowledge and belief, the employee's accounts were correct, and that he was not in arrears, when, by due care in examining such accounts, a shortage could have been discovered, an instruction to find for plaintiff unless the statement was false when made, to the best of plaintiff's knowledge and belief, was erroneous, since defendant was entitled to go to the jury on the issue of plaintiff's due care to ascertain the truth before making the statement. Defendant also alleged that plaintiff stated that nothing was known concerning the employee's habits affecting his title to confidence, when in fact the employee was engaged in hazardous speculation, to plaintiff's knowledge. *Held*, that this issue should have been submitted to the jury under special instructions applicable thereto.—*United States Fidelity & Guaranty Co. v. Blackly, Hurst & Co.* Court of Appeals of Kentucky. 77 S. W. 709.

On April 10, 1901, a telegram was sent by defendant J. D. Knutson to plaintiff, Minneapolis, brokers, to buy 10,000 bus. of July wheat, followed by another telegram on June 28, 1901, to change the deal over to September, signed "Farmers' Elevator Assn., per J. D. Knutson." On June 21, 1901, a letter was written and signed J. D. Knutson, which referred to the transaction, but made no reference to the elevator assn. Another communication, of date August 13, 1901, was signed by the same defendant, requesting the deal to be changed from September to December. On Sept. 3 a statement of account was made out and sent by plaintiff to J. D. Knutson, which account was made in the name of the Farmers' Elevator Assn. The wheat having finally been sold at a loss, a promissory note for the amount of such loss was executed and delivered by defendants personally. The Minnesota Supreme Court decided in favor of S. Strong & Co., and said: At the trial the court submitted the one question to the jury, viz.: Whether it was intended by the parties at the time plaintiff was instructed to purchase the wheat that actual wheat should be delivered, and if it was the intention that no actual grain should be delivered, that the difference between the price at the time it was bought and when it was closed out should be paid to one or the other whichever way the market went, then the transaction was simply a wager upon the price of the grain, and was void. From this instruction it is clear that the court considered that only one issue was raised by the pleadings, which was that the validity of the note depended upon the intention with which the parties entered into the transaction.—97 N. W. 659.

Russian official estimates of the wheat crop of 1903 show it to be one of the largest in recent years; while good authorities believe that in former years the officials have underestimated the crops. The inaccuracy of the official figures is shown by the exports from the crop of 1897, which were twice as great as the surplus from the (officially reported) big crop of 1899.



## Liability of Common Carriers.

By C. B. Hirtzel.

Carriers of the nature specified in the above title must carry for all upon like terms in similar conditions while they have space and no circumstances exist which will relieve them from the duty.

The term common law in this connection means the rules of liability which have sprung necessarily from the application of the principles of reason and natural justice to given cases. Blackstone thus defines it: "The common law is reason dealing by the light of experience in human affairs."

These principles and rules still control carriers and their patrons, unless by a special agreement the parties change their rights and duties.

The legislature of Illinois has enacted that these may not be changed by any stipulation expressed in the receipt given by the carrier to the transporter. Hurd's Revised Statutes, Illinois, Ch. 114, paragraph 96.

The common law makes the carrier liable as an insurer; in all events, he must *safely carry*, and is excused therefrom only in one of three ways—by being prevented therein by an act of God, the interference of the public enemy, or when the shipper's own negligence makes it impossible.

Instances of circumstances which did or did not relieve the carrier from its absolute common law duty under these heads are furnished in the following cases which are regarded in the courts as leading cases upon the question therein determined:

Act of God, or *vis major*, i. e., a superior force.

In the case of *Palmer vs. Atchison, etc.*, R. Co., 101 Cal. 187, three roads, each operated by a different company, formed a through line from Kansas City to San Diego. It is the law of California that when a railroad receiving freight for through transportation over connecting lines, also, will not be liable beyond its own terminus if it has not expressly agreed otherwise. The defendant company received the carloads of goods on December 24, 27, 1887, and in January, 1888. On the 5th of January, 1888, a snow storm of unprecedented severity commenced over the mountain region traversed by one of the connecting roads, which lasted about two weeks; the transportation of freight was practically stopped and it was about 30 days before accumulated freight was passed over the road. The connecting road made every effort to open its road by renting many locomotives, and no labor expense was spared in the work. Their yards became so filled with cars that no more could be received, and it notified the defendant road to hold all cars. It was shown that this unexpected blockade was the sole cause of the delay of plaintiff's goods. The delay on defendant's line was the holding of the cars not able to be received by the Atlantic & Pacific line. All the cars were shipped prior to the storm except two cars. There was no evidence that defendant knew of the storm at the time of the last shipment; the storm was a thousand miles away and in a region where storms of the nature and duration of the one in question were unknown up to that time. The supreme court held the defendant to have proceeded with the transportation within a reasonable time.

It would seem scarcely necessary that the intervention of the courts would be necessary to fix the liability of a carrier

where it delayed in transferring freight to a connecting line to such time as that an "act of God" occurring during the transportation over the second line the freight was lost, and it appearing that had the delay not been made the goods might have gone through without meeting the inevitable loss. Yet this case went to the Supreme Court of Illinois for decision. The *Michigan Central R. R. Co. v. Curtis*, 80 Ill. 324.

From the foregoing it is seen that the "act of God" or superior force which will excuse the carrier must be the direct cause of the injury or loss.

**Public enemy:** Very early in England it was held that public enemies were those warring with the nation. Later, and at the present time, an irresistible, lawless, armed body or force of men, either strikers or rioters, which with irresistible violence prevent the moving of trains, exonerates the carrier from liability for loss ensuing from the delay necessitated by such violence; but the carrier must have exercised due care to prevent or overcome the violence. In *Geismar v. The L. S. & M. S. Ry. Co.*, 102 N. Y. 563, the court said the strikers were no longer employees of the company and their lawless acts were not those of persons in its service.

The Supreme Court of Illinois holds in the case of *P. Ft. W. & C. R. R. Co. et al.*, 84 Ill. 96, in a similar case, that "if employers of a common carrier suddenly refuse to work, and the carrier cannot promptly supply their places with other employees, and injury results, the carrier is responsible; such delay results from the fault of employees," but, when their places have been filled and the moving of the trains is prevented by the threats and violence of the striking employees, the delay results from the lawless violence of men not in the employment of the company, and the case is not distinguishable in principle from the assault of a mob of strangers. Three of the seven judges dissented both from the reasoning and conclusion of the opinion.

So, too, if control of the road has been taken by the militia and transportation is not permitted, the carrier is bound to submit to the superior power of the government. *Ill. Cen. R. Co. v. Ashmead*, 58 Ill. 490.

And also, where goods are seized and taken from the carrier's possession by valid judicial process, the carrier, where he is guilty of no laches, cannot be held liable for their nondelivery to the true owner. In *"The M. M. Chase"*, 37 Fed. 708, the United States District Court for the Southern District of New York says: "I feel bound to hold that seizure by judicial process has been added as one of the implied exceptions in the carrier's contract, limiting *pro tanto*, the general rule of the common law that the carrier is liable for nondelivery under the bill of lading through any causes not excepted therein."

**Shipper's Negligence:** It is the shipper's duty to see that his goods are in proper condition; to pack properly, deliver them at a proper place, and properly load them; and these duties must be exercised with reasonable care and diligence, having reference to the existing circumstances, and if he fails to exercise such care and injury results because of his neglect he must bear whatever loss ensues. Yet if the carrier has knowledge of the default of the shipper in respect of any of these duties and does not refuse the carriage of the goods, he may become liable for dam-

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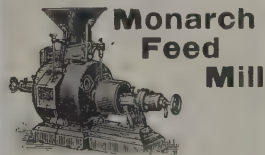
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age occurring and the negligence of the shipper may merely reduce the damages, not excuse the carrier.

There are many decisions of the courts that for injuries arising by reason of the nature of animals, and also in the case of goods perishable in their nature, a carrier's responsibility does not go to the length of insuring delivery in good condition. But no rule exists which will exonerate it from the exercise of due care; and this though in the care of live stock it is stipulated that a caretaker is permitted on the train. The cases of *Clark v. St. L., K. C. & N. Ry. Co.*, 64 Mo. 440; *Galveston N. & S. A. Ry. Co. v. Silegman*, 23 S. W. Rep. 298 (Texas).

Where the railroad company seeks by agreement to limit its liability every respect in which liability is to be limited must be expressly stated. *Betts et al v. The Farmers' Loan & Trust Co.*, 21 Wis. 80. In this case it is said that the carriage of live stock is a new kind of carrying, and such as was almost wholly unknown before railroads came into use; that it is doubtful whether a common carrier by railroad could be compelled to receive such property at all for conveyance unless by statute and on that account a distinction had been taken in several English cases between this and other property as to the right to stipulate against liability. This must be understood, however, as not applying to carriers holding themselves out as carriers of live stock, for such could not refuse to carry.

What has been here said of the common law rule has reference to the safe delivery of the goods carried, and not so especially to the time of delivery. What is reasonable time depends upon the circumstances.

Truly "by the light of experience in human affairs" is the common law liability of carriers a wise and salutary policy. The shipper trusts all to their hands and can only await afar off the fulfillment of their duties by them.

### The Millers' National Insurance Company.

The twenty-eighth annual statement of the Millers National Insurance Company shows a continued growth in the volume of its business; in fact, the net amount of insurance in force the last day of 1903 was \$30,971,640.83. Its cash assets, of which \$672,467.96 were invested in bonds and stocks, amounted to \$315,513.88. The company closed the year's business with no losses adjusted and due, no loss resisted or in litigation, and with but one loss due and unpaid, the draft having been sent, but not collected.

The company's reinsurance reserve amounted to \$222,487.17; its guaranteed deposits to secure payment of assessment, \$146,636.89, making its total net cash surplus \$501,212.35. The net value of the deposit notes held by the company was \$2,892,449.68, making its surplus over all liabilities \$3,394,662.03.

The past year seems to have been prolific in fire losses, the total amount of loss having amounted to \$387,309.83, but in spite of the great number of fires and heavy losses, the company saved about one-half the rates charged by stock companies to its policy holders.

The London Corn Trade Association has very properly declined to authorize the practice of the Millwall Dock Co. of adding 4 pounds per 2,000 pounds when unloading grain from ships at the docks. While this nefarious practice no doubt enables the dock company to deliver the full amount called for by its receipts, wastage and stealings notwithstanding, it is nevertheless a robbery of the shipper.

## Patents Granted

Malt turner and aerator. No. 748,875. John Mueller, Seattle, Wash.

Gas engine. No. 748,615. Wm. R. Kahlenberg, Two Rivers, Wis.

Variable sparking mechanism. No. 749,505. Geo. E. Tregurtha, Malden, Mass.

Rotary explosive engine. No. 749,654. Bert Banta and Chas. Mathews, Fenton, Mich.

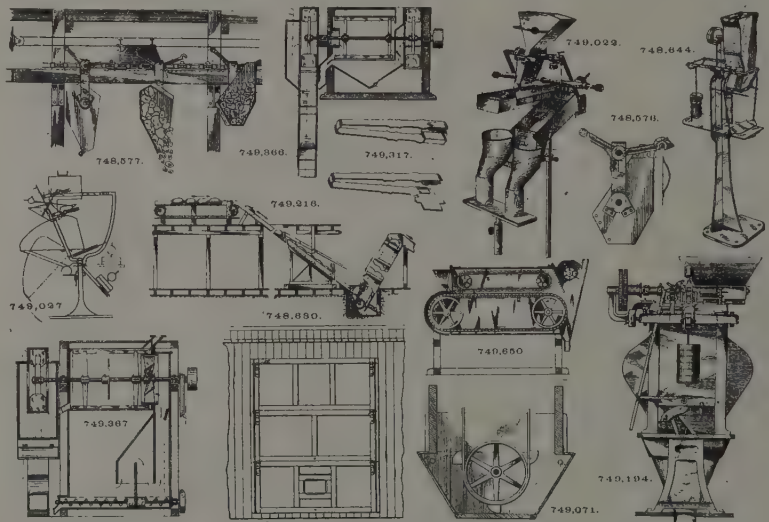
Fuel feed device for gasoline or vapor engines. No. 748,883. Enoch Prouty, Chicago, Ill.

Grain car door. No. 748,630. (see cut) Michael Meehan, Tonica, Ill. The separate door sections have independent hangers and are slidable on guides. On the

boots. No. 749,071. (see cut) Isaac Lutz, Frankfort, Mich. The two end pieces of the boot are hinged at their lower edges to open out and down. The sides of the guard are clamped to the boot by nuts and bolts passing thru slots in the sides.

Automatic weighing machine. No. 749,022. (see cut) Wm. Brough, Baltimore, Md., assignor of one-half to Arthur L. Horner, Baltimore. A rocking hopper discharges alternately into 2 pivoted scale pans, the weight of which descending operates the hopper. On the opposite sides of the hopper are cylinders making an air cushion to ease the jar of the hopper.

Automatic weighing machine. No. 749,027. (see cut) Jos. F. Clarke, Woolwich, New South Wales. The swinging cut-off receptacles are operated by rollers on the ends of the arms of a scale beam. The scale pan has an inwardly extending angular projection from its rear wall and a rearwardly extending angular partition in the forward end of the pan,



roof of the car are separate hangers to hold any or all of the doors in open position.

Feed regulator for gasoline engine. No. 748,990. Harry H. and Chas. B. Segner, Hagerstown, Md.

Internal combustion engine. No. 748,959. Ernest Korting, Kortingsdorf, near Hanover, Germany.

Gas generating and feeding mechanism for gas engines. No. 748,763. Carl K. McFadden, Geneva, Ind.

Seed huller. No. 748,852. Samuel J. Ellis, Memphis, Tenn., assignor to Wm. C. Ellis & Sons, Memphis.

Pan conveyor. No. 749,038. Jas. M. Dodge, Philadelphia, Pa., assignor to the Link Belt Engineering Co., Philadelphia.

Carbureting device for explosive engines. No. 749,315. Louis P. Mooers, Cleveland, O., assignor to Peerless Motor Car Co.

Grain transporting and weighing apparatus. No. 749,216. (see cut) Geo. W. McNear, Jr., Oakland, Cal. One section of the receiving chute is adapted to retain several of the grain sacks for weighing. After weighing the gate is raised and the sacks slide on to the elevator.

Device for relieving choke in elevator

the lower portion of the partition being hinged to form a door.

Tripper for bucket conveyors. No. 748,577. (see cut) Eugene Bivert, Chicago, Ill., assignor to Fairbanks, Morse & Co., Chicago. A truck movable on a track has a downwardly inclined cam surface engaging the latch on the buckets. The truck is shifted along the track by rope and pulleys to trip the buckets at different points.

Pivoted bucket conveyor. No. 748,576. (see cut) Eugene Bivert, Chicago, Ill., assignor to Fairbanks, Morse & Co., Chicago. The conveyor bucket is pivoted upon a bail, to which a latch also is pivoted. The buckets are scoop-shaped and fit into a trough at the filling device. Lateral flanges on each bucket direct the surplus material to the next adjacent bucket.

Rice hulling machine. No. 749,650. Rosia W. Welch, Baltimore, Md., assignor to Royal Milling & Mfg. Co. A casing provided at one end with a hopper and at the other end with a discharge, contains a horizontally-running belt conveyor provided with a series of transversely extending corrugated plates. Above the belt conveyor is a comb belt provided with inclined spring teeth. The belt surfaces in contact run in the same



direction, the conveyor belt running the faster.

Grain cleaner and separator. No. 749,366. (see cut) Emil R. Draver, Richmond, Ind. An open blast fan draws off the scourings and dust thru a perforated scouring shell containing a rotating scouring beater. The casing contains an endless air trunk and a fan for producing a continuous belt of air thru which the grain is passed after having been scoured. In the path of the air belt is a settling chamber.

Automatic weighing apparatus. No. 748,644. (see cut) Walter Northrop, Toronto, Canada, assignor to Howson & Howson, trustees, Philadelphia, Pa. The wedge-shaped discharge opening of the delivery spout is closed by a rocking cut-off valve having its leading edge substantially parallel to the leading edge of the opening. The valve is closed by an adjustably weighted arm, having an adjustable contact point adapted to engage the scale beam of the weigh scales.

Car seal. No. 749,317. (see cut) Alfred W. Morgan, Urbana, Ill., assignor of one-half to Jos. Stuber and Henry G. Kuck, Peoria, Ill. At one end of the strip is a casing containing one locking member and having a lip bent outwardly to form a flaring mouth for the admission of the other locking member. The central portion of the strip is provided with marginal indices, which will fail to register when the strip is tampered with and the cut end inserted in the casing.

Self contained grain scourer and dust collector. No. 749,367. (see cut) Emil R. Draver, Richmond, Ind. Combined with a primary endless air-trunk separator, in which the light particles are removed from the stock and a scourer interposed in the air trunk, is a secondary endless-air-trunk separator, receiving the partially purified stock from the primary separator, and in which secondary separator the heavy particles are separated from the stock. The shaft running thru the scourer carries an agitator and 2 fans. The propeller fan at the receiving end of the scourer takes the belt of air from the clean air side of the dust collecting and receiving chamber and forces it thru the perforation of the scourer. The air chamber contains 3 baffle plates, and the collected dust is forced out by a conveyor.

Weighing apparatus. No. 749,194. (see cut) Geo. Hoepner, San Francisco, Cal., assignor to Union Scale & Mfg. Co., San Francisco. Between the source of supply and the weighing mechanism is a compartment receptacle containing a series of coiled wire conveyors. A multiple force feed is formed of a series of rotary shafts geared together and rods coiled spirally and oppositely around the shafts. The force feed is driven at different speeds controlled by the weighing buckets, ranging from high speed thru an intermediate speed to complete cessation of movement. The discharge of the material from the weighing bucket sets the force feed at high speed. After the discharge of load from either compartment of the bucket the upward movement of the scale beam is temporarily stopped by the ball rolling in the pivoted ball race. Pivoted to the frame of the machine are a pair of knee-jointed rods, the joints of which are broken one by the partial and the other by the complete descent of the bucket, whereby the shifting clutch of the force feed is first partly shifted and then completely released. When released the clutch is acted upon by a spring working against a pneumatic resistance.

## Cobs

Rice culture has developed in 10 years to cover 570,000 acres between New Orleans and Galveston, yielding an annual product of 4,500,000 barrels, valued at \$15,500,000.

Irrigation of 3,000,000 acres in Alberta, Canada, is contemplated by the Canadian Pacific Railway, which has begun work on the main canal 20 miles long, heading in the Bow River.

Exports during the 11 months prior to Dec. 1 included 888,192 pounds of rice and 12,626,841 pounds of rice bran, meal and polish; compared with 483,448 pounds of rice and 23,471,109 pounds of rice bran, meal and polish during the corresponding months of the preceding year.

A traction engine is used by a farmer near Prairie Home, Ill., to draw his grain to market. At his 2,500-acre farm the grain is loaded into wagon trains of 7, each wagon holding 85 bus. of shelled corn. The wagons are coupled closely, without tongues. At the elevator the farmer keeps a team of horses to pull the wagons upon the dump.

Rice oil soon will become an article of commerce if the experiments that have been made in its extraction from bran and meal prove profitable on a manufacturing scale. The pure bran, free from hulls, contains nearly 14 per cent of oil. Rice bran contains more oil than corn bran, and the extraction of corn oil has within the past few years been made a commercial success.

At the council meeting of the National Association of British and Irish Millers at London, Dec. 9, it was resolved that the present system of buying American and Canadian wheat on "certificate final" is unsatisfactory, and that millers of this association will in future endeavor to buy on sample or standard made up in the Atlantic states and Canada in same way as the Californian standards are made up.

"Herbert," asked the young wife, "what are margins?" "Er—margins, my dear," replied Mr. Buckitt, "are borders, you know—boundaries, edges. Why?" "You were talking about them in your sleep last night—putting them up," and all that sort of thing. I guess you had a nightmare, and was sliding down the steep roof of a house with nothing to stop you. Weren't you?" "Er—yes, my dear. You've guessed it."—Chicago Tribune.

A farmer in Iowa succeeded last summer in grafting a watermelon to a pond lily root and the result was a melon 30 feet in diameter. Next summer he intends grafting a corn stalk on the melon rind and expects to raise a hundred bushels of shelled corn instead of the usual useless black seeds. He also expects to solve the transportation problem by planting the seed corn in the rind in the fall and then float the melon down the Mississippi to New Orleans, on reaching which, the corn will be ripe. The melon will then be opened and the corn raised to the elevator. Next!



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## Grain Carriers

Contracts have been let by the Omaha road for an extension from Radisson to Manitowash, Wis.

The Dominion government is expected to entirely abolish all tolls in Canadian canals at the opening of navigation.

Fourteen new stations will be established by the Chicago & Eastern Illinois R. R. on the cut-off from Woodland to Pana.

A 40-mile extension of the C., H. & D., from Gallia to Ironton, O., and known as the Toledo & Ohio River Railroad, is being built.

The Southeastern Mississippi Valley Assn. met at Louisville, Ky., Jan. 15, to consider the shrinkage refund on grain shipments thru the Louisville gateway.

The black cloud of threatening labor troubles is leading most vessel owners to avoid contracting grain for winter storage to sail at the opening of navigation.

The St. Clair & Erie Ship Canal Co. is said to be backed by French and English capital. The proposed canal between Lakes St. Clair and Erie will shorten the lake route 79 miles.

The Lake Carriers Assn., at its meeting at Detroit, Mich., Jan. 14, elected Wm. Livingstone pres., and J. H. Sheadle vice pres. The old executive committee was re-elected.

Grading is in progress on the Ohio River & Columbus Railroad between Georgetown and Sardinia, O., 11 miles. Track has been laid from Ripley to Georgetown, and the line is to be extended to Maysville, Ky.

The Rock Island system will double track the portion of the Union Pacific line which it uses between Kansas City and Topeka, and has practically decided on a cut-off between Eldon, Ia., and Kansas City, shortening the distance to Chicago 30 miles.

Canadian farmers are given a rate of 25 cents per 100 pounds on grain from Roddick to Fort William, 1,002 miles, over the Canadian Pacific, while American farmers pay the same sum for the shorter haul of 629 miles from Williston to Duluth over the Great Northern railroad.

State Engineer Bond of New York says the Erie Canal improvement involves the building of 445 miles of canal, and that immediate operations are to begin 4 miles west of Rome. The work will be divided into numerous sections, and proposals will be called for with a view to beginning construction near May 1, 1904.

High-handed methods of arbitrarily enforcing unjust demurrage rules by car service assns. have received a needed check in the late decision by the Mississippi courts at Vicksburg awarding \$60,-861 damages against the Yazoo & M. V. R. R., a part of the Louisiana Car Service Assn., which the court denounces as a "trust."

A 3-days' session was held at Chicago recently by the Interstate Commerce Commission to investigate the claim of the railroads that the advance in grain rates was justified by the increase in the cost of operation. The Commission will report its findings to the railroads Feb. 15

and will allow the roads until Mar. 1 to reply.

The Great Northern has opened its extensions to Westhope and Mohall, N. D., providing transportation facilities for an area as large as the state of Delaware. Elevators of 30,000 to 50,000 bus. capacity are situated on the extension at the following stations: Deering, 2; Glenburn, 3; Lansford, 4; Mohall, 7; and Westhope, 8.

A movement to do away with the stevedore contract system of grain trimming at Chicago has been set on foot by D. J. Keefe, pres. of the longshoremen's union, at the meeting of the Lake Carriers Assn. His proposition was referred to the executive committee. Keefe wants the work of the stevedores to be done by the walking delegates of the grain trimmers union, thus depriving the owners of all control of the loading of boats.

Commissioner Prouty says: In the present investigation into increases in the grain rates from the Missouri River to Chicago it became apparent that the traffic managers of the railroads had nothing to do with it. On the contrary, the Wall street financiers needed the money, and ordered the raises to be made. The theory upon which the railroad rates are based is that any rate under which the traffic will move is a just rate. Therefore if a raise of 2 cents per 100 pounds is made on grain and the grain still moves the rate is just. My idea has always been that freight rates in this country should tend to decrease instead of increase as the volume of traffic grows. The reverse has been the case, and there is no longer a competition of freight rates.

Testimony in the complaint of the Cannon Falls Elevator Co., of Cannon Falls, Minn., against the C., M. & St. P., and the Great Western R. R., was taken Jan. 12, by Interstate Commerce Commissioner C. A. Prouty. The rate as shown by the complainant was 21 cents from Minneapolis and Cannon Falls and only 14 cents from Minneapolis to Louisville, Ky., altho Cannon Falls is 45 miles nearer to the southern markets than Minneapolis. The railroad men claimed that the Minneapolis rate had been forced down by lake competition. J. L. McCaull, G. F. Ewe and A. E. Anderson, grain dealers of Minneapolis, testified that lake competition had a tendency to pull down rates from Minneapolis. The railroad attorneys believe they have demonstrated the "dissimilarity of conditions" under which the Commission in other cases has permitted rates that are discriminating and unjust. Even should the Commission recommend a small reduction in the Cannon Falls rate, it is believed the roads will give it no attention.

Fourteen cobs under one shuck is the freak of nature that grew in a field near Petersburg, Tenn.

Corn cribbed 40 years will be exhibited at the St. Louis World's Fair by L. J. Pence, a pioneer of Marion Co., Ind.

Grain unloaded from vessels at the Millwall Docks, London, Eng., is weighed on hopper scales in drafts of 2,000 pounds, to which the dock company adds at least 4 pounds for draffage. The pride the dock company takes in its "most complete installation in the world for discharging and handling grain cargoes" must seem ridiculous to the American country elevator man who has a 500-bu. hopper scale.

## Schedule for Fire-Proof Elevators and Grain Storage Tanks.

The Insurance Union has adopted a special schedule for fireproof elevators and grain storage tanks. It was issued last month and is as follows:

### ELEVATOR:

Construction—Brick, steel, tile or cement, and without wood bins, floors, roof, elevator legs or boots, garners, scales or partitions, and with steel posts supporting the superstructure, or the bins protected by covering of fire-proof tile or concrete.

Fire Protection—Where there is any wood in the construction of the building or bins, elevator legs or boots, garners or scales, it must be protected by city water hydrants and city fire department, or by private fire pump of adequate size and capacity, supplying stand pipe with hose attached on each floor, with sufficient pressure to reach over roof of building or cupola; and in every case by an adequate supply of barrels and buckets of water or chemical fire extinguishers on each floor.

Exposures—No exposures from non-fireproof buildings or structures within 50 feet.

### TANKS:

Construction—Must be made of steel, tile, cement or brick, and decked or covered with fireproof roof, with fireproof conveyor gallery or tunnel connection to elevator or warehouse building; and with no exposure from non-fireproof buildings or structures within 50 feet, except in case of steel tanks, to which there must be no exposure from non-fireproof buildings or structures within 75 feet.

Connections—Connection with conveyor gallery must be through metal spouts, or if gallery runs into or through the tanks—where elevator exposure is not fireproof—there must be fire doors at each end of the gallery connection.

### RULE:

All rates are based on the attachment of the 80 per cent co-insurance clause applying to building and contents if form covers specifically in each building or tank; or to grain covered under blanket form with the average clause; but blanket form without the average clause must contain the 90 per cent co-insurance clause; provided that (where there is more than one tank) if exposed buildings or tanks only are insured the basis rate and deficiency charges must be increased 100 per cent.

### DEFICIENCY CHARGES.—(CUMULATIVE.)

#### ELEVATOR:

Basis Rate .....	0 25
1. Construction—(a) If with wood bins resting on fireproof arches, add...	50
(b) If with wood floors, add for each floor .....	05
(c) If grade floor is wood not laid in earth or concrete, and with basement underneath, add (in addition to item b)...	10
(d) If with wood elevator legs, add...	25
(e) If with wood garners or scales not iron or steel clad, add.....	05
(f) If with wood cleaning machinery not iron or steel clad, add for each ten machines or fraction thereof .....	05
(g) If steel posts supporting elevator frame or bins are not protected by fire-proof tile or concrete where the house is used for cleaning grain, add.....	05
(h) If with wood in roof construction of main building or cupola, add.....	25

NOTE—If items a, b and d apply, use



## Standard Terminal Elevator Schedule.

2. Cleaning and Clipping Machinery—If without metal dust pipe conveyor exhaust connected to cleaning machinery discharging into patent dust collectors, add .....35
3. Fire Protection—If not as per standard, add .....10
4. Exposures—(a) If exposed by non-fireproof buildings or structures more than one story in height within 25 feet, add .....25
- (b) If exposed by non-fireproof buildings or structures over 25 and under 50 feet, add .....15
5. Condition—Dirty, lack of care, dust or screenings allowed to accumulate, charge at discretion (submit).

## TOTAL BUILDING RATE.

Elevator Grain Rate—Grain to rate same as building except where building is fireproof, without wood in construction of superstructure or bins, floors, elevator legs or boots and garners or scales, and built in connection with fireproof tanks, when grain in elevator can take same rate as grain in the tanks; provided that total storage capacity in elevator does not exceed 15 per cent of the aggregate capacity of elevator and tanks.

## TANKS:

- Basis Rate .....\$0.15
- (a) If with wood frame conveyor gallery connection to non-fireproof elevator building, add .....05
  - (b) If with wood frame conveyor gallery connection to fire-proof elevator building, add .....02
  - (c) If conveyor gallery connected with non-fireproof elevator building opens direct into tanks without fire door cutoff, as per standard, add (in addition to item a) .....03
  - (d) If exposed within 25 feet by fireproof cleaning elevator having unprotected steel columns supporting sides or bins, add .....02
  - (e) If exposed within 25 feet by fireproof cleaning elevator having unprotected steel columns supporting sides or bins where cars are loaded inside building, add (in addition to item d).....05
  - (f) If exposed within 25 feet by fireproof elevator working house or warehouse having in part wood floors, add.....02
  - (g) If exposed within 25 feet by fireproof elevator working house or warehouse having part wood in roof of main building or cupola, add.....05
  - (h) If exposed within 25 feet by fireproof elevator warehouse or working house having wood elevator legs or boots, add .....05
  - (i) If exposed within 25 feet by fireproof elevator warehouse or working house having wood garners or scales, not iron or steel clad, add .....02
  - (j) If exposed within 25 feet by fireproof elevator working house having wood cleaning machinery, not steel clad, add .....03
  - (k) If exposed within 25 feet by fireproof elevator warehouse or working house having wood bins (surrounded by tile or concrete) resting on fireproof arches or foundations, add .....10
  - (l) If cement, brick or tile tanks are exposed within 25 feet by brick or tile non-fireproof elevator building or structures more than one story in height, add .....20
  - (m) If cement, brick or tile tanks are exposed over 25 and under 50 feet by brick or tile non-fireproof elevator building or structures more than one story in height, add .....05
  - (n) If cement, brick or tile tanks are

exposed within 25 feet by frame or iron clad elevator building or structures, add.35

(o) If cement, brick or tile tanks are exposed over 25 and under 50 feet by frame or iron clad elevator building or structures, add .....10

(p) If steel tanks are exposed within 25 feet by a brick or frame non-fireproof elevator building or structure more than one story in height, add .....50

(q) If steel tanks are exposed over 25 and under 50 feet by a brick or frame non-fireproof elevator building or structure more than one story in height, add.25

(r) If steel tanks are exposed over 50 and under 75 feet by a brick or frame non-fireproof elevator building or structure more than one story in height, add.10

GRAIN TO RATE SAME AS BUILDING.

Note—If tanks are exposed within 10 feet by a non-standard fireproof construction building, rate should not be less than 50 per cent of the rate on the exposing building; or if located inside non-standard fireproof construction elevator, tanks and elevator building should take same rate.

Note—Wood garners, scales and cleaning machinery can be classed as standard where they are thoroughly covered, inside and out, with iron or steel.

Warranty—The following warranty should be made a part of policy where cars are loaded or unloaded inside elevator building, viz:

"It is understood and agreed that cars for unloading or loading of grain shall be withdrawn from inside the building (except during the hour of noon), and not be left therein at night, Sundays or holidays, or when the elevator is shut down and not in operation."

Average Clause—It is understood and agreed, that the amount insured by this policy, shall attach in each tank in that proportion to the whole amount insured that the value of the property covered by this policy, contained in each tank, shall bear to the value of such property contained in all of the tanks at the time of the fire.

Barley and oats have been grown successfully at Kenai, Alaska, in a region containing thousands of square miles available for farming.

Representative Gillett's bill to prevent interstate telegraph and telephone wires from being used by bucket-shops, defines a bucket-shop as a "place wherein any person, association, copartnership or corporation engages in the business of making contracts respecting the purchase or sale or purchase and sale of any grain, stock, bonds, or other securities, wherein both parties thereto contemplate that such contracts shall be or may be closed when the public market quotations shall reach a certain figure."

## Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

## MILLS AND ELEVATORS ONLY

Purely Mutual.

E. E. PERRY, Secretary.

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Insures Mills, Elevators, Warehouses and Contents. Oldest Flour Mill Mutual in America. Saved to Members nearly \$1,000,000.  
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Chartered 1865 Assets, \$3,380,676.56  
Net Cash Surplus, \$466,594.95  
W. L. Barnum, Sec'y.

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FIRE INSURANCE CO.,  
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Net Cash Assets 260,000.00

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**Movement at New Orleans.**

Fred Muller, secretary of the New Orleans Board of Trade, New Orleans, La., reports the movement of grain at that port during the past 2 years as follows:

	RECEIPTS.		
	Corn.	Oats.	Wheat.
1903	13,048,439	35,581	11,897,484
1902	2,072,917	180,821	16,506,984
	EXPORTS.		
	Corn.	Oats.	Wheat.
1902	2,791,633	2,522,891	17,250,250
1903	12,756,740	4,067,254	11,218,984

**Receipts and Shipments at Minneapolis.**

G. D. Rogers, secy. of the Chamber of Commerce, reports the receipts and shipments of grain and flaxseed at Minneapolis, Minn., to have been as follows during the past 5 years:

	Wheat.		Corn.	
	Rec.	Ship.	Rec.	Ship.
1899	87,961,830	14,763,490	7,277,380	4,795,220
1900	83,312,320	10,937,010	6,502,410	1,303,610
1901	90,838,570	11,469,570	7,868,150	2,039,560
1902	88,762,120	11,770,170	3,235,390	1,321,150
1903	86,804,070	15,608,800	3,314,450	943,190
	Oats.		Barley.	
	Rec.	Ship.	Rec.	Ship.
1899	11,013,930	5,493,350	2,532,980	1,435,070
1900	10,837,160	3,932,210	4,551,970	3,330,980
1901	10,718,580	3,238,770	4,999,160	2,636,290
1902	12,066,490	4,704,720	7,783,680	4,912,050
1903	22,384,050	11,115,660	11,233,170	7,194,740
	Rye.		Flax.	
	Rec.	Ship.	Rec.	Ship.
1899	658,560	623,460	4,207,360	1,557,090
1900	509,730	506,280	5,093,410	4,005,750
1901	1,202,040	707,560	7,069,940	2,013,740
1902	1,042,010	734,150	8,166,400	2,839,970
1903	1,583,180	946,650	9,392,240	2,675,920

**St. Louis Receipts and Shipments.**

Geo. H. Morgan, secy. of the Merchants Exchange, reports the receipts and shipments of grain at St. Louis, Mo., during the past 5 years, as follows:

	Wheat.		Corn.		Oats.		Rye.	
	Rec.	Ship.	Rec.	Ship.	Rec.	Ship.	Rec.	Ship.
1899	10,428,163	4,908,427	23,344,475	20,241,923	12,606,835	6,184,585	454,790	491,642
1900	19,786,614	12,473,366	25,613,410	22,682,765	13,257,925	7,588,703	476,355	431,778
1901	20,860,805	17,012,659	20,834,060	17,718,656	15,728,130	10,511,305	686,810	490,517
1902	30,667,212	22,276,507	16,024,715	13,698,459	20,570,245	11,657,939	940,396	906,905
1903	23,580,700	18,806,761	21,390,245	20,639,651	20,601,930	14,079,148	1,325,892	1,086,416

**Receipts and Shipments at Cincinnati.**

C. B. Murray, supt. of the Chamber of Commerce of Cincinnati, O., reports the receipts and shipments of grain at that market during the past 5 years as given in the table herewith:

	Wheat.		Corn.		Oats.		Barley.		Rye.	
	Rec.	Ship.	Rec.	Ship.	Rec.	Ship.	Rec.	Ship.	Rec.	Ship.
1899	1,356,390	887,920	6,853,790	4,117,467	3,750,416	1,688,896	1,033,010	201,344	433,273	189,252
1900	2,961,211	2,270,728	14,606,973	10,902,716	7,392,957	4,315,478	1,173,742	222,168	442,215	162,663
1901	4,111,548	3,698,511	11,783,146	7,781,473	9,260,765	5,568,562	1,094,427	55,471	612,206	258,890
1902	4,988,822	4,412,414	7,820,048	4,355,272	5,883,009	3,427,516	817,909	8,541	523,024	177,384
1903	2,830,463	2,554,036	10,453,465	7,110,679	5,890,504	3,735,660	886,755	28,341	520,695	234,817

**Receipts and Shipments at Peoria, Ill.**

R. C. Grier, secretary of the Peoria Board of Trade, reports the following receipts and shipments at Peoria, Ill., during the past five years:

	RECEIPTS.			SHIPMENTS.		
	Wheat.	Corn.	Oats.	Wheat.	Corn.	Oats.
1899	459,350	17,061,200	9,138,000	17,061,200	9,138,000	133,900
1900	674,000	18,596,300	11,263,400	18,596,300	11,263,400	156,000
1901	1,716,750	19,604,586	12,689,400	19,604,586	12,689,400	221,200
1902	2,471,626	18,276,649	12,056,741	18,276,649	12,056,741	307,600
1903	945,000	21,035,970	10,317,500	21,035,970	10,317,500	254,800
	RECEIPTS.			SHIPMENTS.		
	Wheat.	Corn.	Oats.	Wheat.	Corn.	Oats.
1899	76,750	5,558,700	9,146,950	5,558,700	9,146,950	19,200
1900	304,950	5,371,990	10,748,100	5,371,990	10,748,100	39,900
1901	690,746	5,755,100	12,641,200	5,755,100	12,641,200	39,400
1902	1,775,449	5,843,046	11,736,561	5,843,046	11,736,561	38,420
1903	1,530,780	7,678,175	10,633,740	7,678,175	10,633,740	103,200

**Movement of Grain at New York.**

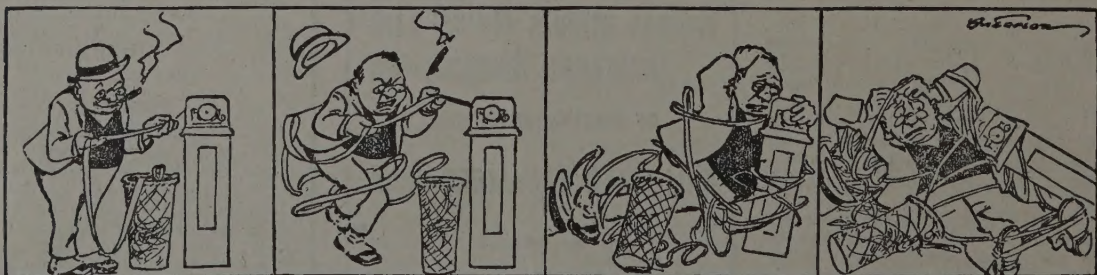
The receipts and exports of grain at New York for the past 5 years are reported as follows by J. C. Brown, statistician of the Produce Exchange:

	RECEIPTS.					EXPORTS.				
	Wheat.	Corn.	Oats.	Rye.	Barley.	Wheat.	Corn.	Oats.	Rye.	Barley.
1903	22,347,675	27,428,210	29,504,100	1,333,475	3,491,700	15,131,840	21,985,816	2,892,612	1,358,639	591,119
1902	35,101,950	6,744,960	29,983,327	2,736,395	2,811,302	27,136,272	3,124,482	3,871,596	2,433,895	373,573
1901	33,698,200	26,236,500	35,235,050	1,306,300	2,812,950	30,161,250	23,162,850	9,671,159	977,008	479,718
1900	31,812,825	47,077,985	32,937,700	1,266,725	6,773,300	21,934,963	43,645,963	9,505,491	1,402,949	4,709,856
1899	40,895,050	43,351,150	43,013,600	3,048,175	10,573,150	32,071,942	40,151,755	14,591,038	2,809,032	7,731,002

**Receipts and Exports at Boston.**

Elwyn G. Preston, secy. of the Boston Chamber of Commerce, reports the movement of grain at Boston, Mass., for the past 5 years as follows:

	RECEIPTS.					EXPORTS.				
	Wheat.	Corn.	Oats.	Rye.	Barley.	Wheat.	Corn.	Oats.	Rye.	Barley.
1903	6,661,376	9,041,585	6,610,464	42,547	184,819	6,738,533	7,063,855	185,542	.....	107,917
1902	13,780,193	1,373,358	6,334,520	23,858	195,745	15,807,301	798,097	514,741	.....	92,803
1901	19,604,024	11,535,305	8,567,816	124,828	70,808	20,084,378	11,044,197	3,979,084	115,220	.....
1900	12,956,103	16,132,786	11,314,145	62,116	806,069	11,925,415	13,893,525	4,518,168	59,078	802,347
1899	13,080,342	17,753,849	11,126,702	122,133	1,998,143	12,931,292	17,438,513	5,241,677	58,949	1,508,062

**On the Wrong Side of the Market.**

1. Hello, May Wheat is up to 82! That's bad.

2. Great Scott! 83! 84! Will it ever stop?

3. 85—86—87—Oh me, Oh my!

4. 89—92.—This winds me up!

Apologies to Minneapolis Journal.



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Chains (All Styles).      Shafting.  
Elevator Buckets.      Hangers.  
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This scale book contains 100 pages 8x11 1/2 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net... bushels.... pounds, Price, Dollars and Cents.

It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.

Book No. 51, Price 75 cent. Address

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## Grain Receiving Ledger FORM 33.

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 39 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired. The pages are 8x13 inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth covers with Russia back and corners. Price \$2.25.

FOR SALE BY

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No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs. & Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out. 800 tickets in each book, Price \$1.25.

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Gear or Belt Drive  
for Slow Roll.

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with an elevator, and to  
have the **BEST** one.

Ours has no equal in **STRENGTH,**  
**DURABILITY, EFFICIENCY,**  
**CONVENIENCE, CAPACITY, and**  
**QUALITY OF WORK.**

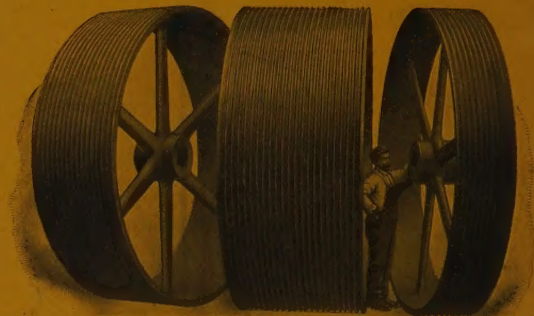
Several Sizes. Prices Very Reasonable.

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**ELEVATING, CONVEYING and**  
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Write for Catalogs

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## What Saith the Rooster?

*Cocka doodle du.*  
*And the old maid?*  
*Any dude 'll do.*

The condition here suggested is both critical and unfortunate. Doubtless, however, it could have been avoided had the lady taken advantage of her opportunities. Perhaps you are now in the market for a Dust Collector and an opportunity is offered to get the best. "Any" should not do when you can

**Get Day's Dust Collector**

at a reasonable price.

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